



# Motorcycle Monitor 2018

Report



TRANSPORT  
ACCIDENT  
COMMISSION



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# Executive Summary

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The findings from the 2018 Motorcycle Monitor suggest that there has been a shift in attitudes in the last five years towards less concern about speeding but greater concern about fatigue and drink or drug riding.

Regarding attitudes to speeding, over the last five years there has been a shift away from a belief in the strict enforcement of the speed limit amongst active riders. The percentage believing in a 'zero tolerance' approach to speeding in both 60kph and 100kph zones has declined (i.e. you should be booked the moment you go over the speed limit).

In 60kph zones the percentage of active riders believing a person should be booked even if they exceed the speed limit by only one kph has declined from 63% in 2012 to 41% in 2018. Similarly, only 33% believed in 'zero tolerance' to speeding in 100kph zones in 2018, down from 55% in 2012.

There is some evidence that changing attitudes to speeding enforcement is coinciding with changing behaviour as the percentage of active riders admitting they ever ride over the speed limit has increased between 2013 and 2018 in both 60kmh (from 36% to 53%) and 100kmh (from 43% to 58%) zones.

In addition to evidence of changing attitudes towards the enforcement of speeding and speeding behaviours, there is evidence that the percentage of active riders perceiving speeding as dangerous has declined in both 60kmh (from 51% in 2015 to 44% in 2018) and 100kmh (from 48% in 2015 to 44% in 2018) zones.

Interestingly, while there has been a decline in the percentage rating riding a few kilometres over the speed limit as dangerous in the last three years, the percentage of active riders rating fatigue or drink and drug riding as dangerous has increased:

- Riding with an illegal BAC (the percentage rating this as dangerous increased from 92% in 2015 to 96% in 2018)
- Drowsy riding (from 88% in 2015 to 94% in 2018), and

- Riding after taking a small amount of alcohol with prescription drugs (from 86% in 2015 to 91% in 2018).

Evidence of increased concern about fatigue is also illustrated by the lift in the percentage of active riders who strongly agree that riding while tired can be as dangerous as drink riding, increasing from 64% in 2013 to 74% in 2018. The rising percentage on this measure, along with the increase in the percentage believing drowsy riding is dangerous (noted below), suggest that motorcyclists are increasingly aware of the dangers of fatigue.

While some attitudes may be shifting, the majority of findings have changed little between the 2017 and 2018 Motorcycle Monitors, for example:

- The average age that respondents had started riding a motorcycle was similar in 2017 (18.9 years) and 2018 (20.0 years).
- In 2017, 77% of active riders rode recreationally on-road compared to 78% in 2018.
- In 2017, 16% of active riders had been pulled over the police in the last 12 months compared to 17% in 2018.

In the 2018 Motorcycle Monitor new questions were introduced relating to: self-perception of riding ability, safety features riders currently have and want, type of helmet used, and speed limits of the roads respondents ride on.

In 2018 respondents are more likely to think of themselves as having above average riding ability (42% vs. 7% believing they are below average), and that simply because a person may be aware of a motorcycle safety feature does not mean they would like to have that safety feature – or know that they currently have it on their current motorcycle. Two-thirds of those who always wear a helmet will always wear a full-face helmet. And finally, 51% of the time was spent riding on roads with speed limits of 80kmh or more.

## 1.0 Summary of Findings

### Travelling habits

Apart from driving or riding themselves, respondents were most likely to get around on a more regular basis by walking (with 38% travelling this way more than once a week) or as passengers on a motorcycle or car (30%). Nine per cent caught public transport more than once a week and only 2% took a taxi or similar more than once a week.

The large majority of survey respondents (92%) drive a car more than once a week, a significantly greater percentage than those riding a motorcycle on the road more than weekly (16%).

### Learning to ride

On average, respondents started riding a motorcycle at 20.0 years, a similar result to 2016 (19.1) and 2017 (18.9 years). Respondents were most likely to have started riding either between the ages of 18 and 25 (in 35% of cases) or between the ages of 11 and 17 (32%).

On average, women started riding later than men (25.4 years vs. 19.2 years), as did those in Major Urban areas (21.4 years) compared to those in Other Urban areas (18.6 years) or Rural Balance areas (16.7 years). People riding recreationally off-road on average started riding at a younger age (15.9 years vs. 18.7 years for recreational on-road riders and 19.1 years for commuters).

The large majority of respondents had a full licence (91%).

Consistent with the 2017 survey, close to half the respondents (48%) were self-taught, while 32% were taught by an accredited riding instructor. Males (51%) and those aged 40 or over (53%) were more likely to be self-taught. Related to these results, 55% learned to ride off-road on a private property, while 32% did a learner's course. Learning off-road on a private property was more common amongst those in Other Urban (71%) or Rural Balance (83%) areas.

Just under two in five (38%) considered themselves experienced riders when they got their learners permit. Males (40%) and those from Rural Balance areas (52%) were more likely to consider themselves experienced riders.

### Riding activity

More than three in five respondents (61%) indicated they had ridden a motorcycle in the last 12 months, a similar result to 2017 (62%). Those aged between 18 and 25 (91%) were significantly more likely to have ridden in the last 12 months than other people.

Similar to 2017, 52% of riders were either regular or occasional riders or had started riding again after a break. These respondents were defined as active riders. Over one third of respondents (37%) indicated that although they had stopped riding they might ride again in the future. These respondents were defined as lapsed riders. Those respondents who had stopped riding and did not intend to return to riding comprised 11% of respondents. They were defined as former riders. The main reasons given by former riders for ceasing riding were that they no longer owned a motorcycle (mentioned by 61%) and family commitments (24%).

Those aged 18-25 (79%) were significantly more likely to be active riders.

Amongst those who were active riders, people were more likely to ride recreationally on-road (78%) than commute (56%) or to ride recreationally off-road (32%). Commuters were significantly more likely to live in Major Urban areas (63%) than in Other Urban (48%) or Rural Balance (44%) locations while, by contrast, 'recreational off-riders' were significantly less likely to live in Major Urban areas (23%) than in Other Urban (38%) or Rural Balance (57%) locations. On average, commuters ride more per month (639km) than 'recreational on-riders' (549km) or 'recreational off-riders' (489km).

The large majority of respondents (91%) agreed that '*riding while tired can be as dangerous as drink riding*', with 74% 'strongly agreeing'. The percentage strongly agreeing in 2018 (74%) and 2017 (73%) was significantly higher than the percentage strongly agreeing in 2016 (67%), 2014 (66%) and 2013 (63%).

Respondents were most likely to have been distracted in the last month by other road users (42%), their own thoughts (31%), street signs (17%) and advertising or shops (14%). Younger riders aged 18-25 were more likely to have been distracted than older riders by 'Maps/GPS' (16% vs. 6%) and music (13% vs. 1%).

Respondents were also asked for the first time whether they ever talk on a mobile phone using headphones while riding – 5% admitted that they ever had. This result did not vary significantly across age, gender or location.

### Attitudes towards speeding and speeding behaviour

Over the last few years, there has been evidence of a shift away from a belief in strict enforcement of the speed limit - the percentage believing in a 'zero tolerance' approach to speeding in a 60km zone (i.e. a person should be booked even if they exceed the speed limit by only one kph) has declined from about 60% in the period between 2012 and 2014 to around 40% between 2016 and 2018. Similar findings were apparent for the equivalent question concerning speeds people should be allowed to go before being booked in a 100kph zone – in 2018 33% indicated a person should be able to go only up to 100kph before being booked in a 100kph zone, down from 40% in 2015, 48% in 2014 and 55% in 2013.

Further, as has been the case in the past, in both 60kph and 100kph zones those who think there should be more leeway when being booked for speeding are the more likely to speed when presented with the opportunity. For example, amongst those who say a person should be booked at any speed over 100kph, only 41% indicated they would ever ride above that speed. By contrast, amongst those who say a person should only be booked once they ride at over 110kph, 78% indicated they would at least at some stage ride above that speed.

### Random breath and drug testing

In 2018 close to one in four (23%) active riders had been breath tested when riding their motorcycle in the past 12 months, a slightly higher result than in 2016 (19%) and 2017 (19%). A smaller percentage had been randomly drug tested in the last 12 months (4%), this was a similar percentage to 2017 (4%), but a greater percentage than in 2016 (less than 1%) or 2015 (2%).

As was the case in 2017, only a small minority of respondents (5%) indicated that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit. Younger respondents aged 18-25 were more likely to have done so than older respondents (12% vs. 5%).

As was the case in the 2017, respondents believe on average that it is more dangerous to ride under the influence of alcohol or drugs than to ride a few kms per hour above the posted speed limit. For example, while 95% of active riders believe it is dangerous to ride over the legal BAC level, and 91% believe it is dangerous to ride after drinking a small amount of alcohol while using prescription medicines, only 44% thought it dangerous to ride a few kms an hour over the 100kph speed limit.

### Motorcycle/scooter ownership

Close to half of all respondents (46%) indicated that they did not have a motorcycle at home, while 46% indicated they had one bike, and 25% indicated they had two or more bikes. As might be expected, active riders were significantly *more* likely to have a motorcycle at home (89% vs. 19% amongst lapsed riders and 11% amongst former riders).

Respondents were most likely to ride either cruisers (mentioned by 26%), sports bikes (22%) or off road bikes/trail bikes (20%) ahead of sports tourers (11%) or scooters (9%).



Honda was the most popular make amongst active riders (owned by 21%), followed by Yamaha, Harley Davidson, Suzuki and Kawasaki (all owned by 11-12%).

Over two-fifths of active riders (41%) with at least one bike at home had their 'most ridden' bike manufactured in 2010 or later, while 39% had a bike manufactured between 2000 and 2009, and 20% had a bike manufactured earlier than 2000.

Motorcycles that were ridden most often were most likely to have engine sizes of 701+cc (42%) ahead of those with a reported engine size of 251-700cc (38%) and those with a reported engine size of up to 250cc (20%).

The most common features that active riders had **heard of** were ABS (86%), traction control (62%) and low tyre pressure indicators (46%). These three features were also the most common features heard of in the 2017 survey. The most common features respondents **would like** on their next motorcycle were ABS (73%), traction control (55%) and low tyre pressure indicators (47%), ahead of motorcycle stability control (45%), motorcycle blind spot warning sensor (42%) and dual or linked braking (36%). The most common features respondents **currently had** on their motorcycle were ABS (37%), traction control (16%) and dual or linked braking (9%).

These findings show that simply because a person may be aware of a motorcycle safety feature does not mean they would like to have that safety feature, or that they currently have it on their current motorcycle. Conversely, there is a lack of awareness of some safety features, yet when made aware of their existence, many respondents indicate they would like to have it on their motorcycle. For example, while 43% had heard of speed limiter function, only 17% would like it on their motorcycle. By contrast, while only 19% had heard of a motorcycle blind spot warning sensor, 42% of respondents would like one on their current motorcycle.

### Protective motorcycle clothing

A majority of active riders wore the following gear all the time: a helmet (97%), motorcycle riding gloves (75%), any type of boots (67%), a motorcycle riding jacket (64%). Less than half of active riders (45%) wore motorcycle riding pants all the time.

About two-thirds (66%) of those who wear a helmet wear a full-faced helmet all the time, while smaller percentages wear a full-faced helmet some of the time and an open-faced helmet some of the time (18%), or an open-faced helmet all of the time (16%).

### Motorcycle crash history

As was the case in previous surveys, in 2018 under half of respondents (42%) indicated they had had a crash. Males were more likely to have had a crash than females (45% vs. 28%). Over half of those having a crash required medical treatment (54%).

### Suggestions for improving road safety

While riders are most likely to believe riders are responsible for their own actions, improved education and training for both drivers and motorcyclists, and better road maintenance and design, were also frequently mentioned as the best solution to improving rider safety.

Notably, the percentage mentioning 'remove wire trip crash barriers' (a response included as part of 'better road maintenance and design') increased significantly between 2017 and 2018. The increase commenced in the first quarter of 2018 and was maintained through to the end of the year. It coincided with publicity commencing in late 2017 concerning a rider being killed after hitting a kangaroo while riding, and then subsequently hitting a wire rope barrier.

## 2.0 Background and Objectives

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### Background - TAC Road Safety Motorcycle Research Program

The Motorcycle Monitor has been conducted on behalf of the Transport Accident Commission (TAC) since 2012 to help understand Victorian Motorcyclists' experiences on the roads, and their behaviours and attitudes relating to road safety with the intention to gain a fully representative view of the motorcycle rider population. Since then, the Motorcycle Monitor has been undertaken on an annual basis.

The questionnaire utilised in 2018 is similar to that used for the 2017 survey. There were a few additional questions relating to: self-perception of riding ability, safety features riders currently have and want, type of helmet used, and speed limits of the roads respondents ride on.

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### Research objectives

The key objectives of this study are to explore the characteristics of the Victorian motorcycle rider population in terms of their:

- Riding behaviours, including types of riding, frequency and distances ridden
- Motorcycles kept at home
- Types of motorcycles ridden
- Crash history
- Awareness and use of motorcycle safety features
- Use of and attitudes towards protective motorcycle clothing
- Attitudes towards and behaviours regarding speeding on motorcycles
- Attitudes towards and behaviours regarding drinking and drug taking while riding
- General demographic characteristics.

In addition to exploring the characteristics of the Victorian motorcycle rider population in 2018, a further objective was to examine whether there was evidence of any change in these characteristics compared to previous surveys.

## 3.0 Methodology

### Data Collection

The Motorcycle Monitor was conducted using a similar methodology in 2018 as since 2014, and was a multimode project, with respondents having the option to complete the survey in hard copy, over the telephone, or online. Since 2017 the survey has been run continuously, with data collected across four quarters in seven waves. Prior to this, the survey was run annually as a point-in-time survey.

On two occasions each quarter (and once in the Oct-Dec quarter to accommodate the holiday season) all respondents were sent a Primary Approach Letter (PAL) and hard copy of the questionnaire, which invited them to go online and complete the survey, or fill the hard copy in and return it to Wallis in a reply paid envelope.

Reminder SMS and letters were sent about two weeks after the initial mail out to those who had not completed the survey at that stage. Those who had not yet completed the questionnaire online, or had not yet completed a hard copy questionnaire, were telephoned about three weeks after the initial mail out and asked whether they would like to complete the questionnaire online or over the telephone.

Key fieldwork figures are contained in the table below.

**Table 1 Key Fieldwork Figures**

	2016		2017		2018	
	n=	% of mail-out	n=	% of mail-out	n=	% of mail-out
Mail-out 1 - Survey invitation	2350	100%	2770	100%	2443	100%
Mail-out 2 - Survey reminder	2128	91%	1946	70%	2064	84%
SMS	n/a	n/a	1498	54%	1456	60%
Reminder calls attempted	1784	76%	1601	58%	1864	76%
Reminder calls completed	935	40%	890	32%	909	37%
TOTAL Survey completions online	366	16%	420	15%	502	21%
TOTAL Survey completions hardcopy	255	11%	397	14%	347	14%
TOTAL Survey completions phone	142	6%	210	8%	122	5%
<b>TOTAL Completions</b>	<b>763</b>	<b>32%</b>	<b>1027</b>	<b>37%</b>	<b>971</b>	<b>40%</b>
Opt-outs	1	0%	91	3%	15	1%
Return to senders / unusable questionnaires	59	3%	37	1%	28	1%
Subtotal Out-of-scope (RTS with no valid phone number)	22	1%	4	0%	4	0%

### Sampling

The entire sample was sourced from the VicRoads Registration and Licencing database (supplied by the TAC). A random selection of 2,443 Victorians who had a motorcycle licence and/or motorcycle registered in their name was drawn from the database. Victorians who held either a Learners' or Probationary motorcycle licence were overrepresented in the sample to ensure there was sufficient numbers in these groups to analyse and report on. Victorians who had a motorcycle registered in their name as well as a licence were also oversampled as this members of this group are more likely to be active riders.

### Response rates

The overall response rate for the study was 40%, compared to 37% in 2017, 32% in 2016, 34% in 2015, 33% in 2014 and 30% in 2013.

Altogether 971 people completed the survey, of which 52% completed it online, 36% completed it on hard copy, and 13% completed it via telephone. These percentages compare to 2017, when 41% completed it online, 39% completed it via hard copy, and 20% completed it on the telephone. There has been some shift away from telephone and towards online as a mode of completion.

## Weighting

The results were weighted by age, gender, location and licence type. This was done so that the responses received reflected the characteristics of the Victorian motorcyclist population. The weighting scheme that was developed was based on motorcycle licence and registration population statistics from the VicRoads database.

The effect of the weighting is illustrated in the following table.

<b>Table 2      Sample attributes and population comparisons</b>			
Sample attributes and population figures	% of mailout	% of completions (unweighted)	% in population
<b>Registration and licence status</b>			
Both registration and licence	67%	72%	37%
Registration or licence only	33%	28%	63%
<b>Licence type</b>			
Full motorcycle licence	82%	89%	91%
learner or probationary licence	16%	9%	7%
No Licence	2%	1%	2%
<b>Gender</b>			
Male	85%	85%	87%
Female	15%	15%	13%
<b>Age</b>			
18-25	18%	12%	5%
26-39	24%	20%	24%
40+	58%	68%	71%
<b>Location</b>			
Major Urban	58%	55%	57%
Other Urban	30%	30%	30%
Rural Balance	12%	15%	12%

## Statistical tests in the report

Wherever there are comments in the report about statistical differences, these refer to differences at the 95% level of confidence.

## Notes on rounding, question response types and base sizes

In many cases percentages have been rounded to the nearest integer. This means that there may be some instances where percentages of each response, even for a single response question, may not add to 100%, but rather may add to 99% or 101%. This is due to rounding and is not an error.

Where questions allow multiple responses from respondents, the base size may add to more than 100% as the total number of responses exceeds the base size. In these cases, the total percentage reflects the average number of responses per respondent i.e. a multiple response question which adds to a total of 243% has an average of 2.43 responses per respondent.

## Sub-group reporting

In this report location sub-groups have been changed from those used in 2016 – previously location was defined as ‘Melbourne’ or ‘Elsewhere in Victoria’. Since 2018, however, locations have been defined as per ABS SOS definitions. The table below indicates how these definitions have been determined.

**Major Urban**

Major Urban represents a combination of all Urban Centres with a population of 100,000 or more (for example, Melbourne, Geelong, Ballarat).

**Other Urban**

Other Urban represents a combination of all Urban Centres with a population between 1,000 and 99,999 (for example, Warrnambool, Sale, Benalla).

**Rural  
Balance**

Rural Balance represents the Remainder of State/Territory, and includes Bounded Localities (centres with population of between 200 and 999 (for example, Taradale, Venus Bay, Fish Creek) and smaller centres.



## 4.0 Travelling habits

### 4.1 Ways of getting around apart from driving or riding

Apart from driving or riding themselves, respondents were most likely to get around on a regular basis by walking (with 38% travelling this way more than once a week) or as passengers on a motorcycle or in a car (30%). Nine per cent caught public transport more than once a week and only 2% took a taxi or similar more than once a week.

**Table 3** Ways of getting around – 2018

Column %	Taking public transport	Taking a taxi or similar (e.g. Uber)	Go somewhere by walking	Travelling in a car or on a motorbike as a passenger
More than once a week	9 ↓	2 ↓	38 ↑	30 ↑
Every one or two weeks	9 ↓	8 ↓	23 ↑	33 ↑
About once a month	8	7	8	9
Less than once a month	49 ↑	50 ↑	17 ↓	21 ↓
<b>NET: Ever</b>	<b>76 ↓</b>	<b>67 ↓</b>	<b>86 ↑</b>	<b>92 ↑</b>
Never	24 ↑	33 ↑	14 ↓	8 ↓
Column n	947	938	947	954

M1. - Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by...?  
 Total sample; Weighted sample; total n= 938-954. Figures may not add to 100% due to rounding.  
 ↓↑ Indicates statistically significant difference compared to respondents not in that category

## 4.2 Frequency of driving or riding by type of vehicle

Amongst Victorians who have a motorcycle licence and/or a motorcycle registered in their name, 92% drive a car more than once a week, a significantly greater percentage than those riding a motorcycle on the road more than once a week (16%), riding a bicycle on the road more than once a week (11%) or driving a heavy vehicle on the road more than once a week (10%).

**Table 4** Frequency of driving or riding – 2018

Column %	Motorcycle	Car	Heavy vehicle	Bicycle (on road)
More than once a week	16 ↓	92 ↑	10 ↓	11 ↓
Every one or two weeks	17 ↑	6 ↓	5 ↓	12
About once a month	7 ↑	0 ↓	2 ↓	8 ↑
Less than once a month	26 ↑	1 ↓	14	23 ↑
<b>NET: Ever</b>	<b>65</b>	<b>98 ↑</b>	<b>32 ↓</b>	<b>53 ↓</b>
Never	35	2 ↓	68 ↑	47 ↑
Column n	961	965	942	944

M2. - How often, if ever, do you drive or ride the following on the road...

Total sample; Weighted sample; total n=942-965. Figures may not add to 100% due to rounding

↓↑ Indicates statistically significant difference compared to respondents not in that category

### 4.3 Riders' self-perception

In the second half of 2018 a question was introduced to the survey exploring self-perceptions of riding ability. Respondents are more likely to think of themselves as having above average riding ability (42% vs. 7% who think they are below average). Slightly over half (51%) consider they are "about an average rider".

Males are significantly more likely than females (45% vs. 22%) to consider themselves to be better riders than the average rider on Victorian roads.

**Table 5** Self-perception of riding ability – 2018

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
A much better rider	8	8	3	13	5	8	11 ↑	3 ↓	5
A better rider	18	19	7	13	15	19	20	18	8 ↓
A slightly better rider	17	17	12	24	14	17	16	19	14
<b>NET: Better rider</b>	<b>42</b>	<b>45 ↑</b>	<b>22 ↓</b>	<b>50</b>	<b>34</b>	<b>45</b>	<b>47</b>	<b>39</b>	<b>27</b>
An about average rider	51	48 ↓	67 ↑	46	56	49	48	53	59
A slightly worse rider	5	5	5	5	7	4	3	6	9
A worse rider	2	2	3	0	2	2	2	2	3
A much worse rider	0	0 ↓	2 ↑	0	0	0	0	0	2 ↑
<b>NET: Worse rider</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>14</b>
Column n	422	366	56	54	90	278	228	127	67

L5. - Thinking about how you compare to the average rider on Victorian roads, would you say you are...

Total sample; Weighted sample; total n=422. Figures may not add to 100% due to rounding.

↑↓ Indicates statistically significant difference compared to respondents not in that category

## 5.0 Learning to Ride

### 5.1 Age respondents started riding a motorcycle

The average age that respondents started riding a motorcycle was 20.0 years, a result that did not differ significantly from that found in the 2016 (19.1 years) or 2017 (18.9) surveys. Respondents were most likely to have started riding either between the ages of 18 and 25 (in 35% of cases) or between the ages of 11 and 17 (32%). About one in eight started riding under the age of 10 (13%).

On average, women started riding at a later age than men (25.4 years vs. 19.2 years), as did those from Major Urban areas (21.4 years) and Other Urban areas (18.6 years) compared to those from Rural Balance areas (16.7 years).

Those who rode recreationally off-road were more likely to have started riding a motorcycle at a younger age (average of 15.9 years old vs. 18.7 years for on-road recreational riders and 19.1 years for commuters).

Similarly, those who learned to ride off-road were more likely to have started riding a motorcycle at a younger age (average of 16.8 years old vs. 23.8 years for those who learned on-road).

These questions were only asked in quarters 1 and 2, 2018.

**Table 6** Distribution and average age started riding a motorcycle – 2018

Column %	Total	Gender		Location			Type of rider		
		Male	Female	Major Urban	Other Urban	Rural Balance	Commuter	Recreational	Off-road
Up to 10 years	13	14	9	9 ↓	17	26 ↑	14	16	28 ↑
11-17 years	32	34 ↑	18 ↓	29	34	38	35	35	37
18-25 years	35	36	28	39	35	16 ↓	32	32	24
26-39 years	14	12 ↓	32 ↑	16	11	15	15	13	7
40 years+	6	5 ↓	14 ↑	7	4	5	4	4	3
<b>Average</b>	<b>20.0</b>	<b>19.2 ↓</b>	<b>25.4 ↑</b>	<b>21.4 ↑</b>	<b>18.6</b>	<b>16.7 ↓</b>	<b>19.1</b>	<b>18.7 ↓</b>	<b>15.9 ↓</b>
Column n	516	433	83	292	152	72	250	320	148

L1. - At what age did you start riding a motorcycle?

Total sample; Weighted sample; total n=516

↓↑ Indicates statistically significant difference compared to respondents not in that category

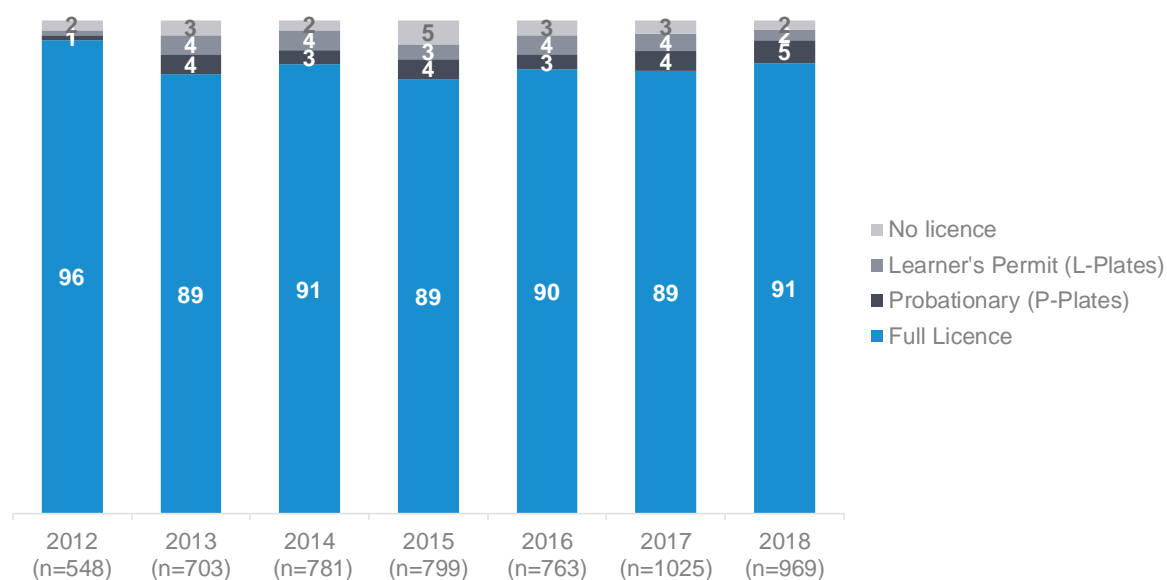
Note: Excludes those who had never ridden a motorcycle

Figures may not add to 100% due to rounding

## 5.2 Motorcycle licence status

As has been the case in previous surveys, the large majority of respondents in 2018 held a full licence (91%).

**Chart 1 Motorcycle licence status – 2012-2018**

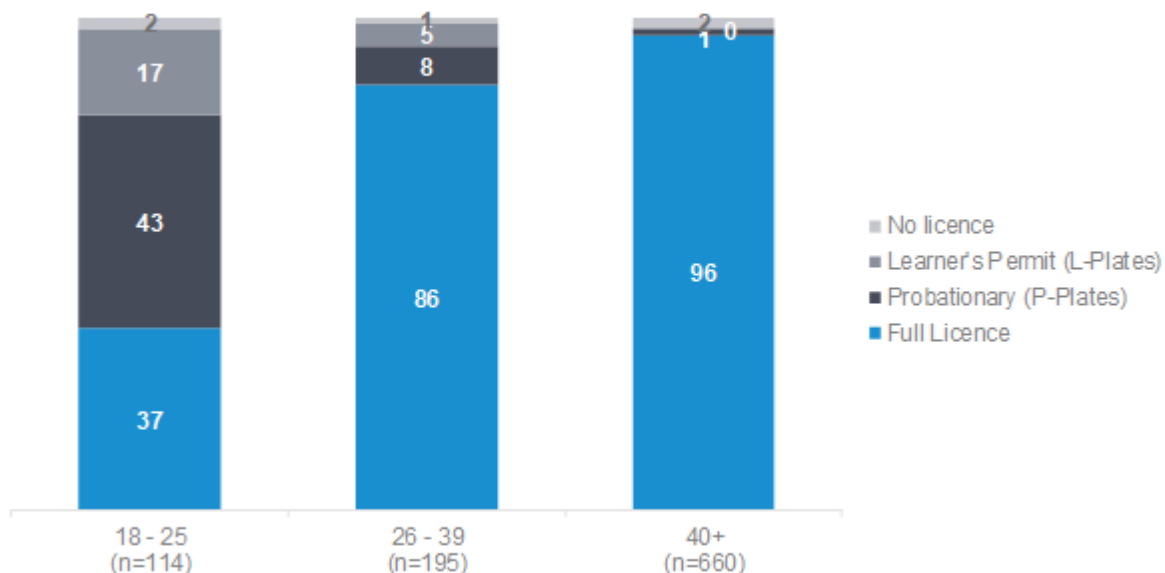


LIC1. - Do you have a motorcycle licence?  
 Total 2018 sample; Weighted sample; total n=969  
 Figures may not add to 100% due to rounding



As would be expected, the percentage holding a full licence varied significantly by age. While 96% of those aged 40 or over had a full licence, as did 86% of those aged 26-39, only 37% of those under 25 had a full licence. Amongst those under 26, 43% had a probationary licence and 17% held learner's permits.

**Chart 2**      **Motorcycle licence status by age – 2018**



LIC1. - Do you have a motorcycle licence?  
 Total 2018 sample; Weighted sample; total n = 969.  
 Figures may not add to 100% due to rounding

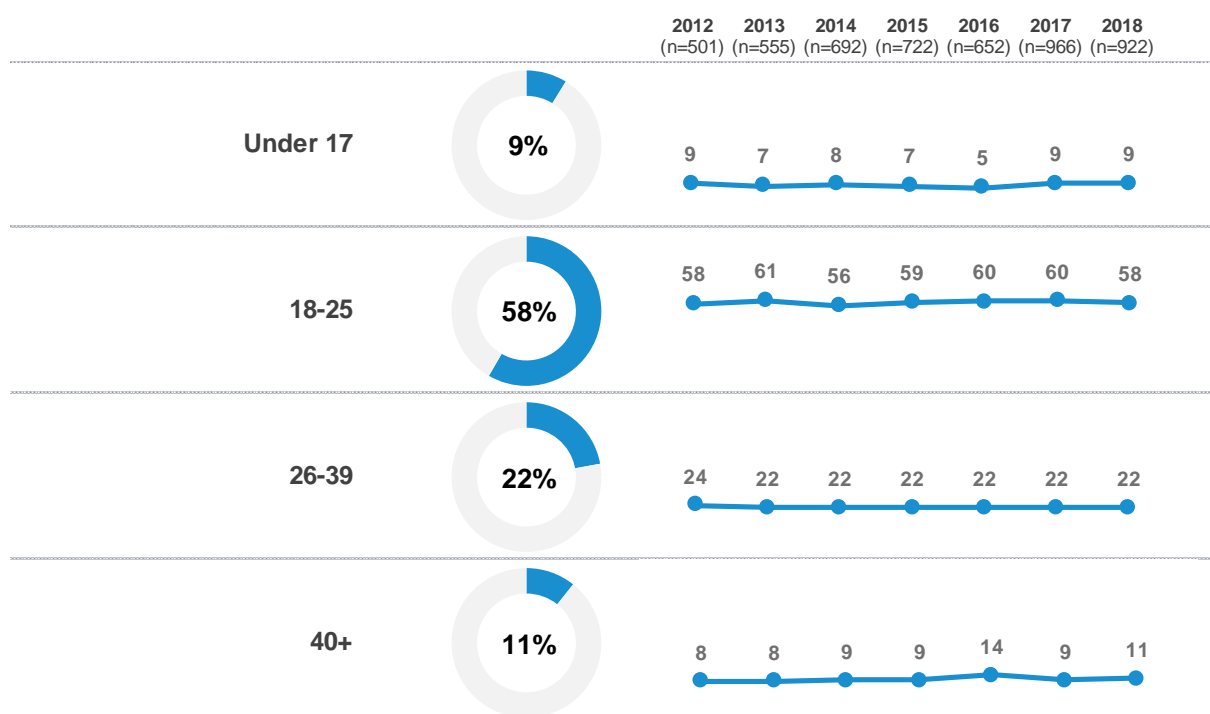
## 5.3 How and when motorcyclists learnt to ride

### 5.3.1 Full licence holders

The 2018 survey indicates that close to three-fifths (58%) of full and probationary licence holders got their licence between the ages of 18 and 25, while 22% got their full licence between the ages of 26 and 39.

The results from the 2018 survey are very similar to earlier waves of this research.

**Chart 3** Age that full or probationary licence holders got their licence – 2012-2018



LIC2. - How old were you when you got your motorcycle licence?

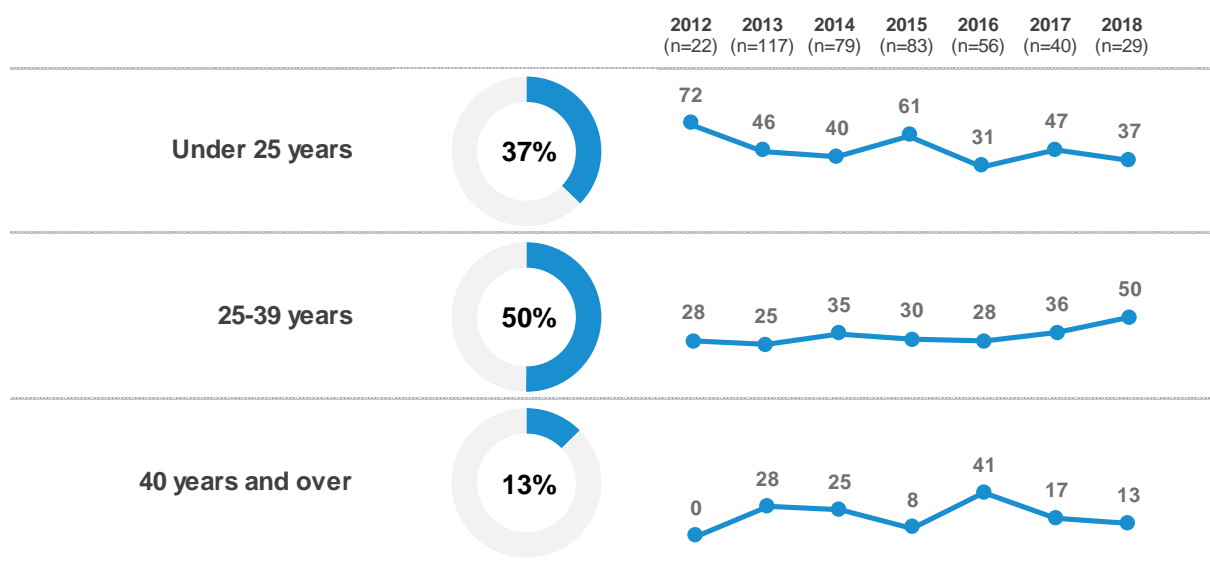
Filter: Full and probationary licence only/ no longer hold a licence; Weighted sample; 2012 base n=501, 2013 base n=555, 2014 base n=692, 2015 base n=722, 2016 base n=652, 2017 base n=966, 2018 base n=922

Figures may not add to 100% due to rounding

### 5.3.2 Current learner permit holders

Half of those (50%) with a learner permit got it when they were aged 25-39. Considering the small sample size, these results are indicative only.

**Chart 4** Age first got learners motorcycle licence (learners only) – 2012-2018



LIC3. - How old were you when you got your motorcycle learner's permit?

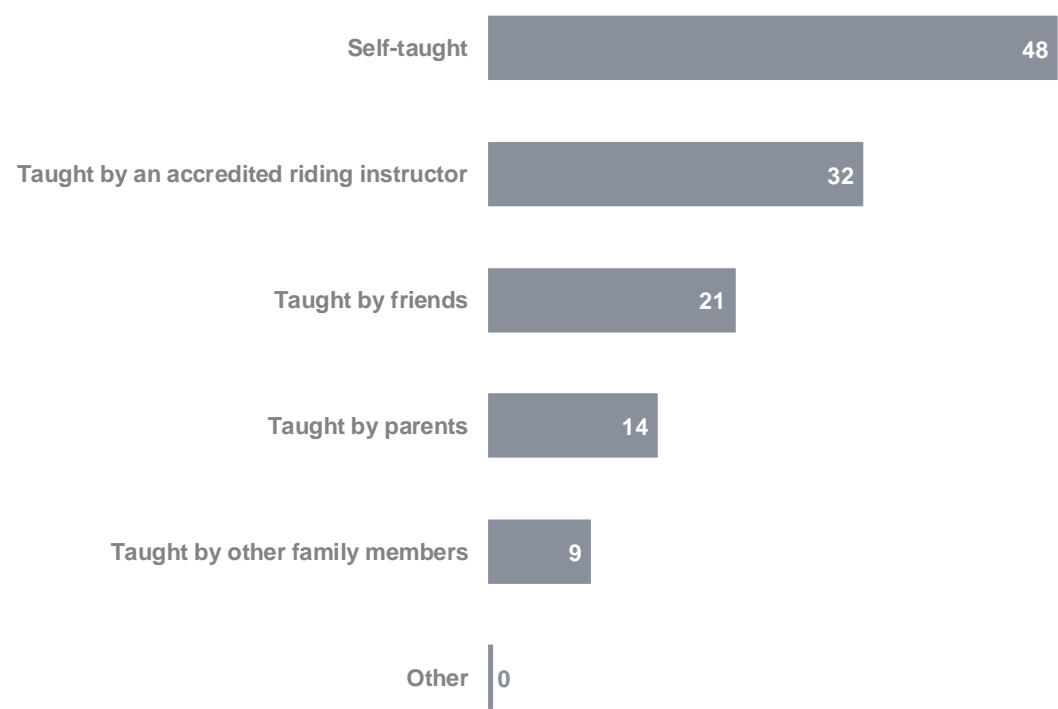
Filter: Learner licence only; Weighted sample; 2012 base n=22, 2013 base n=117, 2014 base n=79, 2015 base n=83, 2016 base n=56, 2017 base n=40, 2018 base: n=29

Figures may not add to 100% due to rounding

### 5.3.3 Who taught motorcyclists to ride

Motorcyclists were most likely to have taught themselves how to ride (48%). While not shown in Chart 5, we note that this finding is similar to previous years.

**Chart 5      Who taught motorcyclists to ride – 2018**



*L2. - Who taught you to ride a motorcycle?  
Weighted; 2018 base n=520*

Consistent with the results from the 2017 survey, males were more likely to be self-taught motorcycle riders than females (51% vs. 28%), as were those residing in Other Urban areas.

People aged 18-25 were more likely to have been taught by their parents, while those living in Major Urban areas were more likely to have been taught by an accredited riding instructor.

**Table 7 Who taught motorcyclists to ride by demographic characteristics – 2018**

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Self-taught	48	51 ↑	28 ↓	17 ↓	41	53 ↑	40 ↓	66 ↑	42
Taught by an accredited riding instructor	32	29 ↓	47 ↑	40	43 ↑	27 ↓	44 ↑	16 ↓	13 ↓
Taught by friends	21	21	21	16	23	20	19	25	22
Taught by parents	14	13	20	47 ↑	22	10 ↓	13	11	27 ↑
Taught by other family members	9	8	12	17	7	9	7	9	13
Other	0	1	0	0	1	0	1	0	0
Column n	520	436	84	60	101	359	293	155	72

L2. - Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n=520

↓↑ Indicates statistically significant difference compared to respondents not in that category



The person who taught respondents how to ride a motorcycle tended to vary, depending on the age the respondent learned to ride. In particular:

- Those who learned to ride under the age of 11 were most likely to have been taught by parents
- Those who learned to ride between the ages of 11 and 25 were most likely to be self-taught, and
- Those aged over 25 were most likely to have learned from an accredited riding instructor.

These results are very similar to those from the 2017 survey.

**Table 8** Who taught motorcyclists to ride by aged learned to ride – 2018

Column %	Up to 10 years	11-17 years	18-25 years	26-39 years	40 years or older
Self-taught	35	54	56	31	39
Taught by an accredited riding instructor	9 ↓	12 ↓	38	67 ↑	64 ↑
Taught by friends	14	27	23	17	4 ↓
Taught by parents	56 ↑	15	7 ↓	0 ↓	1 ↓
Taught by other family members	21 ↑	11	3 ↓	8	2 ↓
Other	1	0	1	0	0
Column n	72	174	163	66	41

L2. - Who taught you to ride a motorcycle? L1. At what age did you start riding a motorcycle?

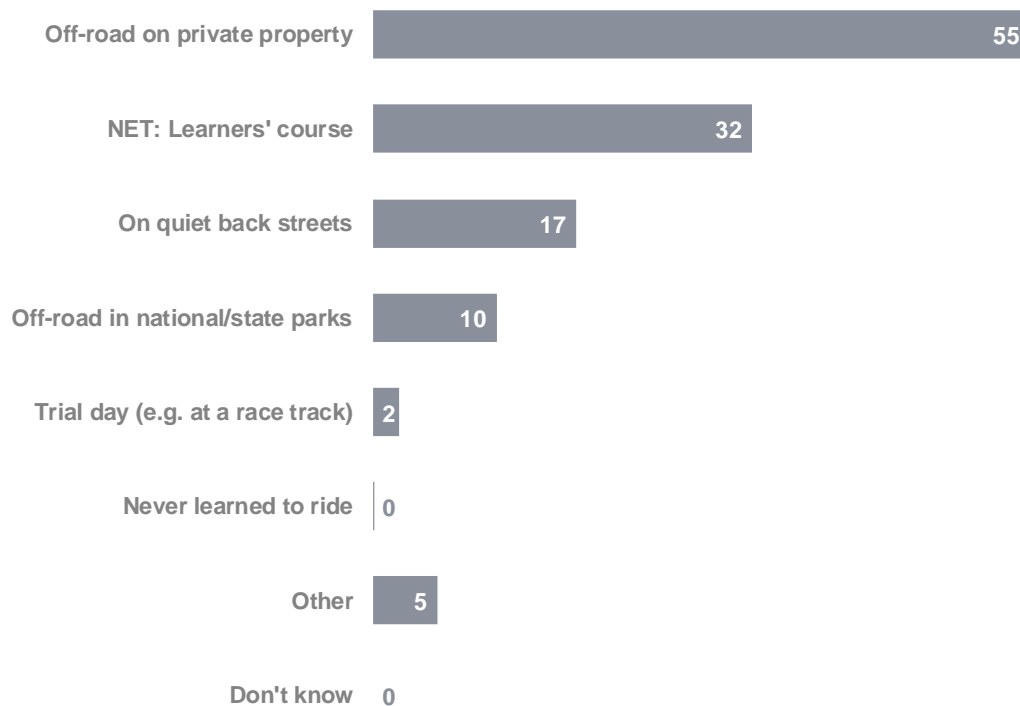
Total sample; Weighted sample; Base n=516

↓↑ Indicates statistically significant difference compared to respondents not in that category

### 5.3.4 Locations motorcyclists learned to ride

Respondents were most likely to have learned to ride off-road on private property (55%), or to have done a learner's course (32%).

**Chart 6**      **Where learned to ride – 2018**



L3. - Where did you first learn to ride?  
Total sample; Weighted sample; Base n=520

There were significant differences by demographic in how people learned to ride. As shown below, those from Other Urban (71%) or Rural Balance (83%) areas were more likely than those from Major Urban areas (41%) to have learned to ride off-road on private property.

By contrast, females were more likely to have learnt to ride at a learners' course (53%) compared to males (29%); and those from Major Urban areas were also more likely to have done a learners' course (42% vs. Other Urban 24% and Rural Balance 4%).

**Table 9** Locations learned to ride by demographics – 2018

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Off-road on private property	55	56	48	52	57	55	41 ↓	71 ↑	83 ↑
NET: Learners' course	32	29 ↓	53 ↑	38	37	30	42 ↑	24	4 ↓
On quiet back streets	17	18	13	5 ↓	16	18	20	13	13
Off-road in national/state parks	10	11	8	6	4 ↓	13 ↑	10	13	7
Trial day (e.g. at a race track)	2	2	7	0	3	2	2	3	0
Never learned to ride	0	0	0	0	0	0	0	0	0
Other	5	5	5	8	1 ↓	7	5	7	3
Don't know	0	0	0	0	0	0	0	0	0
Column n	520	436	84	60	101	359	293	155	72

L3. - Where did you first learn to ride?

Multiple responses accepted

Total sample; Weighted sample; Base n=520

↓↑ Indicates statistically significant difference compared to respondents not in that category

As might be expected, those taught by riding instructors (79%) were clearly more likely to have learned to ride at a learners' course. By contrast, those taught by parents or relatives were most likely to have learned off-road on private property.

**Table 10**      **Where learned to ride by who taught respondents – 2018**

Column %	Self-taught	Taught by an accredited riding instructor	Taught by friends	Taught by parents	Taught by other family members	Other
Off-road on private property	61	23 ↓	70 ↑	86 ↑	79 ↑	17
NET: Learners' course	19 ↓	79 ↑	27	8 ↓	9 ↓	30
On quiet back streets	27 ↑	10	13	9	17	17
Off-road in national/state park	12	4 ↓	13	13	15	36
Trial day (e.g. at a race track)	2	2	0	7	0	0
Never learned to ride	0	0	0	0	0	0
Other	7	7	4	0	2	36 ↑
Don't know	0	0	0	0	0	0
Column n	253	169	105	86	56	5

L3. - Where did you first learn to ride? L2. - Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n=520

Multiple responses accepted

↓↑ Indicates statistically significant difference compared to respondents not in that category

Those who learned to ride when they were under 26 years of age were most likely to do so off-road at private properties. Those who learned to ride at an older age were most likely to have done so via a learners' course.

**Table 11** Where learned to ride by age learned to ride – 2018

Column %	Up to 10 years	11-17 years	18-25 years	26-39 years	40 years or older
Off-road on private property	86 ↑	74 ↑	42 ↓	26 ↓	30 ↓
NET: Learners' course	10 ↓	8 ↓	41 ↑	68 ↑	71 ↑
On quiet back streets	5	17	23	16	15
Off-road in national/state parks	17	14	8	3	6
Trial day (e.g. at a race track)	8	2	0	0	8
Never learned to ride	0	0	0	0	0
Other	4	6	7	5	1
Don't know	0	0	0	0	0
Column n	72	174	163	66	41

L3. - Where did you first learn to ride? L1. At what age did you start riding a motorcycle?

Total sample; Weighted sample; Base n=516

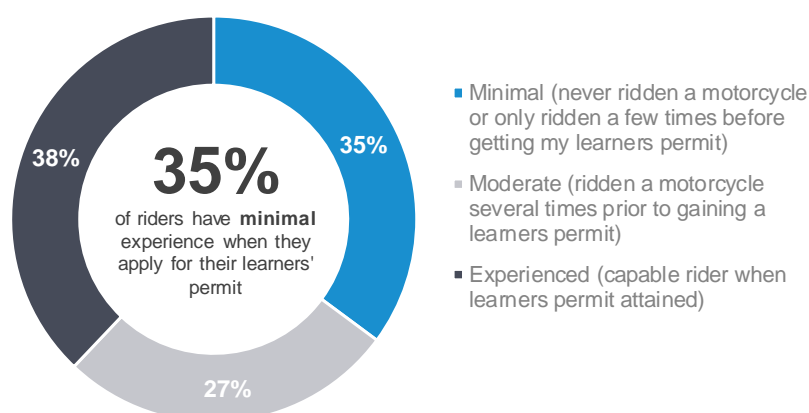
Multiple responses accepted

↓↑ Indicates statistically significant difference compared to respondents not in that category

### 5.3.5 Riding experience prior to gaining learner permit

Just under two in five (38%) indicated they considered themselves experienced riders prior to gaining their learner's permit, while over one quarter (27%) indicated they had moderate experience. Over one-third (35%) indicated they had minimal experience prior to gaining their motorcycle learners permit.

**Chart 7** Riding experience prior to gaining a learner's permit – 2018



L4. - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=494

Excludes those who never learnt to ride

Figures may not add to 100% due to rounding



Respondents from Major Urban areas were the most likely (45%) to have minimal experience prior to getting their learners licence. Respondents who were off-road riders were the most likely to be experienced riders (64%).

**Table 12 Riding experience prior to gaining a learner's permit by gender and location**

Column %	Total	Gender		Location		
		Male	Female	Major Urban	Other Urban	Rural Balance
<b>Minimal</b> (never ridden a motorcycle or only ridden a few times before getting my learners permit)	35	33 ↓	50 ↑	45 ↑	26	12 ↓
<b>Moderate</b> (ridden a motorcycle several times prior to gaining a learners permit)	27	27	27	23	30	36
<b>Experienced</b> (capable rider when learners permit attained)	38	40 ↑	23 ↓	32	44	52
<i>Column n</i>	494	414	80	275	149	70

L4. - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=494

Excludes those who never learnt to ride

↓↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

**Table 13 Riding experience prior to gaining a learner's permit by rider type**

Column %	Total	Rider activity segments			Type of rider		
		Active riders	Lapsed riders	Former riders	Commuter	Recreational	Off-road
<b>Minimal</b> (never ridden a motorcycle or only ridden a few times before getting my learners permit)	35	31	41	34	26 ↓	30	14 ↓
<b>Moderate</b> (ridden a motorcycle several times prior to gaining a learners permit)	27	25	27	37	31	24	23
<b>Experienced</b> (capable rider when learners permit attained)	38	45	31	29	42	46 ↑	64 ↑
<i>Column n</i>	494	354	110	28	236	306	143

L4. - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=976

Excludes those who never learnt to ride

↓↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

Those who learned to ride at an older age (that is, 18 or over) were more likely to have had minimal riding experience prior to getting their learners. This finding is very similar to that from the 2017 survey.

Those who learned to ride in the first 10 years of their life were the most likely to be experienced riders (94%).

**Table 14** Riding experience prior to gaining a learner's permit by age learned to ride

Column %	Up to 10 years	11-17 years	18-25 years	26-39 years	40 years or older
<b>Minimal</b> (never ridden a motorcycle or only ridden a few times before getting my learners permit)	4 ↓	11 ↓	48 ↑	75 ↑	58 ↑
<b>Moderate</b> (ridden a motorcycle several times prior to gaining a learners permit)	2 ↓	35	33	14	42
<b>Experienced</b> (capable rider when learners permit attained)	94 ↑	55 ↑	19 ↓	11 ↓	0 ↓
Column n	71	163	153	65	39

L4. - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=969

Excludes those who never learnt to ride

↑↓ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

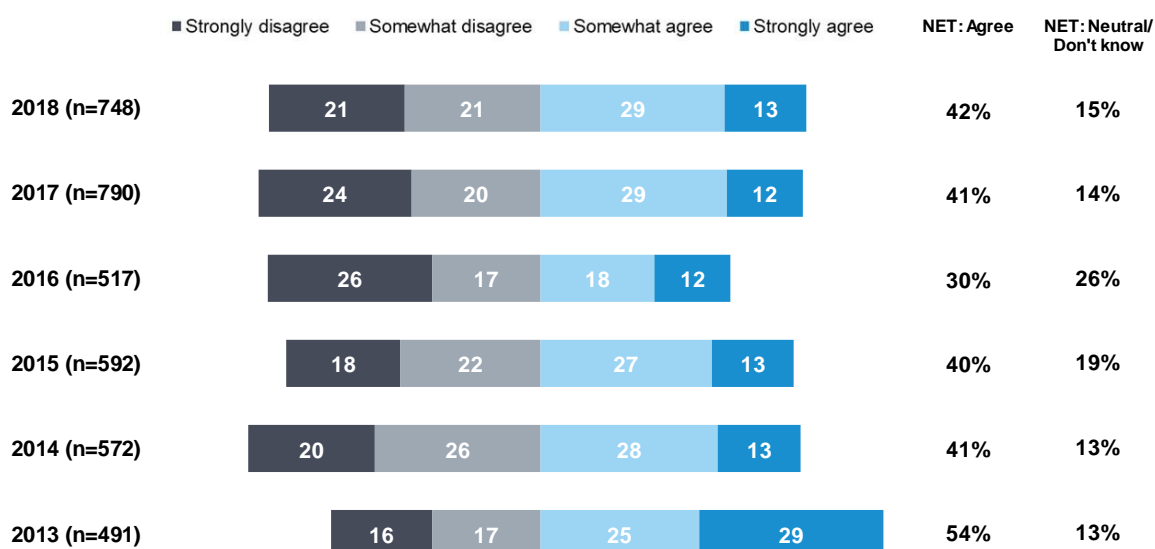
### 5.3.6 Attitudes towards rider training courses after a break

As has been the case in previous years, opinions were divided as to whether people returning to riding after a break should undertake motorcycle training. In 2018, 42% agreed that people should undertake training, while 42% disagreed.

Those aged 40 and over were significantly more likely to agree that people should undertake training if returning to riding (47% vs. 33% amongst those aged under 40.)

By contrast, respondents from Rural Balance areas were more likely to disagree (55% vs. 41% amongst those from Major Urban or Other Urban areas).

**Chart 8** Should people returning to riding after a break undertake motorcycle training



AT6. - To what extent do you agree or disagree with the following statements - People returning to riding after a break should have to undertake a motorcycle training course

Base: Those who have ridden in the last 12 months;

Weighted sample; 2013 base n=491; 2014 base n=572; 2015 base n=592; 2016 base n=517; 2017 base n=790; 2018 base n=748

Figures may not add to 100% due to rounding

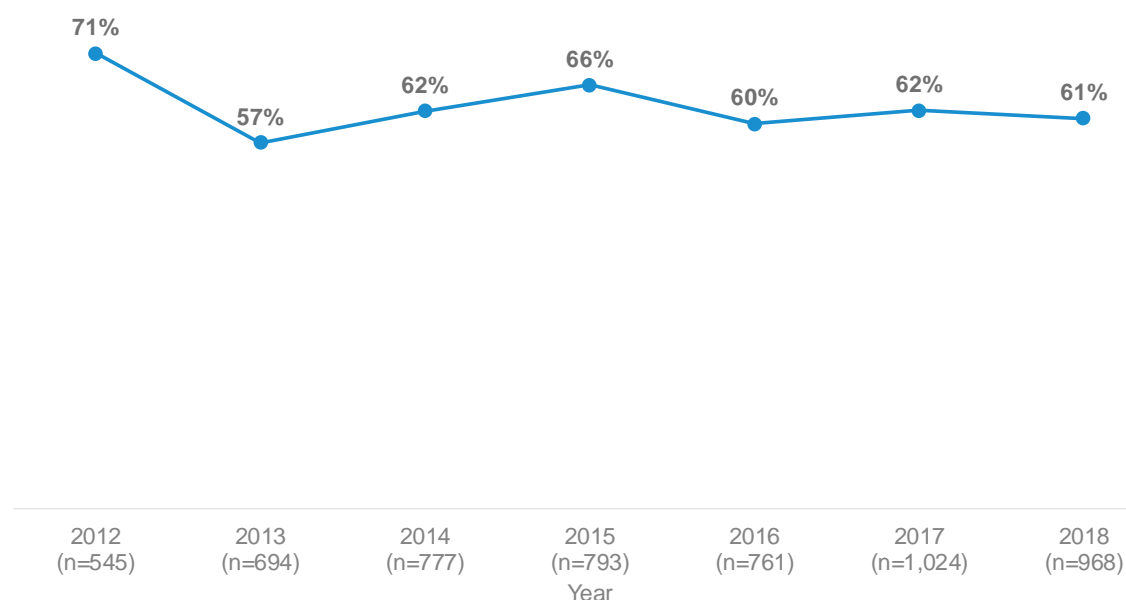
## 6.0 Riding Activity

### 6.1 Riding history

#### Riding activity in the last 12 months

Three in five respondents (61%) indicated they had ridden a motorcycle in the last 12 months, a similar result to that in 2017 (62%).

**Chart 9** Whether ridden in the last 12 months (2012-2018)



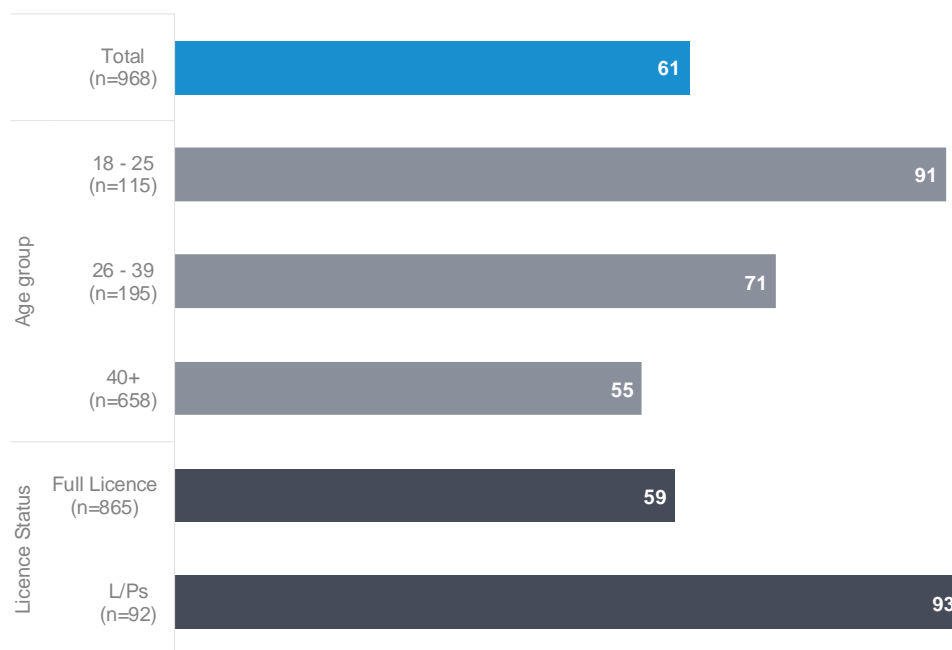
R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?

Filter: excludes never ridden a motorcycle; Total sample; Weighted sample; 2018 base n=968

Figures may not add to 100% due to rounding

Those aged between 18 and 25, and those on learner permits or probationary licences, were significantly more likely to have ridden in the last 12 months. These results were very similar to those from 2017.

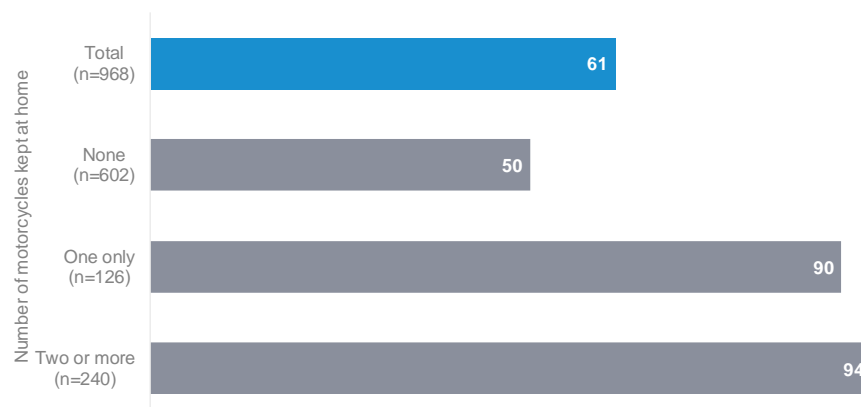
**Chart 10** Whether ridden in the last 12 months by rider group – 2018



R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?  
Filter: excludes never ridden a motorcycle; Weighted sample; Base n=968

As might be expected, those who did not have a motorcycle at home were significantly less likely to have ridden in the last 12 months (50% had) than those with one (90%) or two (94%) motorcycles at home.

**Chart 11** Whether ridden in the last 12 months by motorcycle ownership – 2018

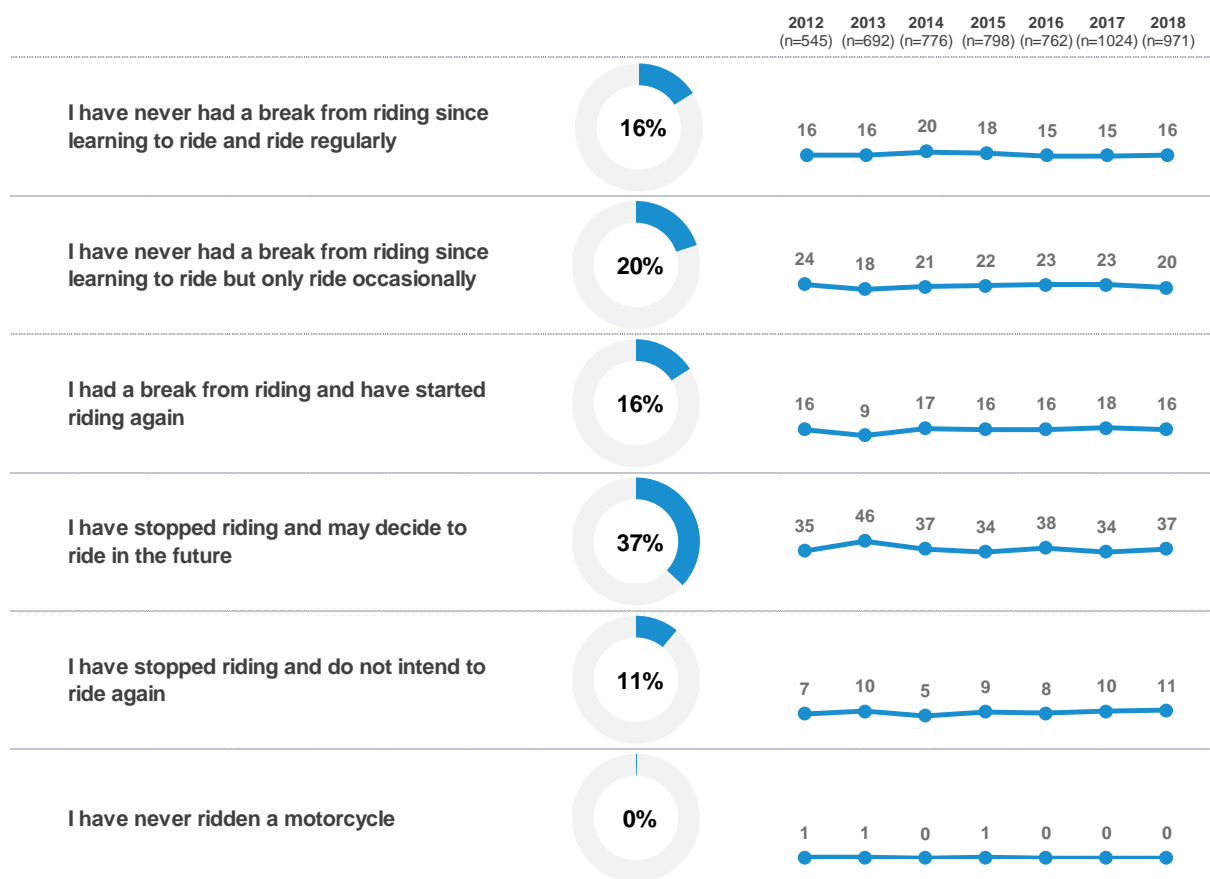


R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?  
Filter: excludes never ridden a motorcycle; Weighted sample; Base n=968

## 6.1.1 Riding history

More than half of riders (52%) were either regular riders (16%), occasional riders (20%) or had started riding again after taking a break (16%). This result did not vary significantly from 2017 (56%), and have been largely consistent since 2012.

**Chart 12** Riding history (2012 – 2018)



R4. - Which of the following best describes your motorcycle riding history?

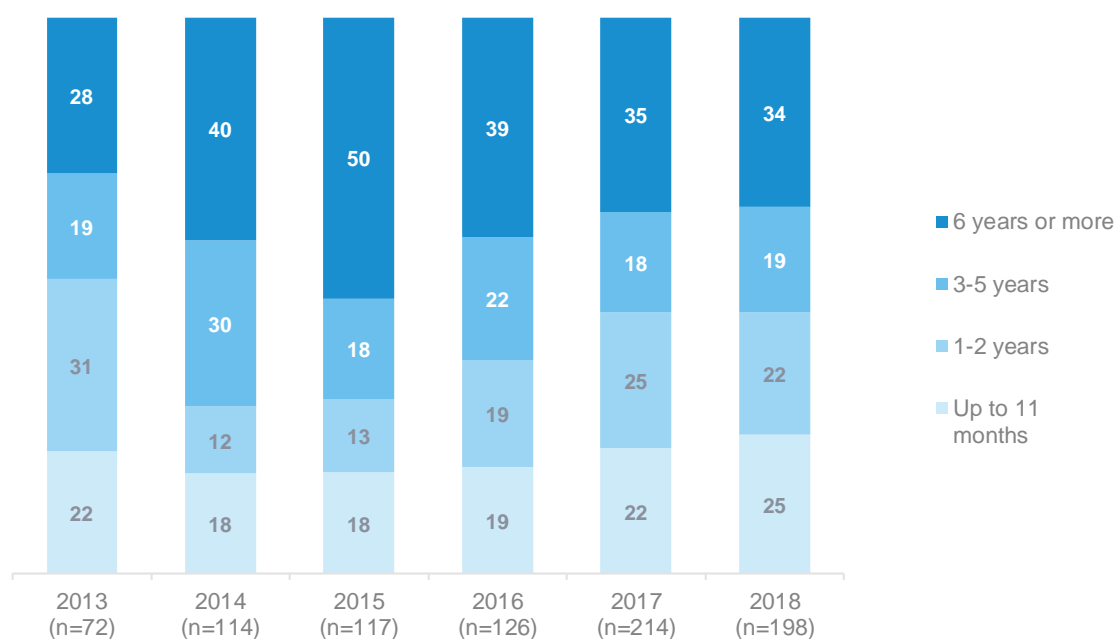
Total sample; Weighted; 2012 base n=545, 2013 base n=692; 2014 base n=776, 2015 base n=798, 2016 base n=762, 2017 base n=1024, 2018 base n=971

Figures may not add to 100% due to rounding

### 6.1.2 Break from riding

Over half (53%) of those who had taken a break but had started riding again had done so after a break of three years or longer. This result was the same in the 2017 survey (53%). There were no significant differences across the gender and location demographics.

**Chart 13** Duration of most recent break from riding – 2013-2018



R5. - Approximately, how long was the most recent break?

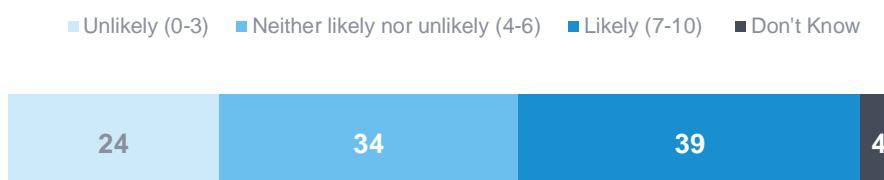
Filter: Had a break from riding but started riding again

Weighted; 2013 base n=72; 2014 base n=114, 2015 base n=117, 2016 base n=126, 2017 base n=214, 2018 base n=198

Figures may not add to 100% due to rounding

Those who had stopped riding and indicated they may decide to ride again in the future, were asked about the likelihood of riding again. Close to two-fifths (39%) rated the likelihood at 7 out of 10 or higher.

**Chart 14** Likelihood of lapsed riders riding again in the future – 2018



R6. - What is the likelihood that you will ride again in the future?

Base: Stopped riding but may ride again in the future or not ridden in the last 12 months

Weighted sample; Base n=137

Figures may not add to 100% due to rounding

As the table below indicates, there were no significant differences in the likelihood of lapsed riders to ride again by gender, age or location with the exception that those aged 26-39 were more likely to indicate they were 'likely' to ride again, and those aged 40+ were less likely. However, note that sample sizes are small for some cells.

**Table 15** Likelihood of lapsed riders to ride again in future by demographics

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Don't Know	4	5	0	0	0	5	5	3	0
Unlikely (0-3)	24	24	21	15	11	28	22	32	17
Neither likely nor unlikely (4-6)	34	31	47	59	30	35	37	31	23
Likely (7-10)	39	40	32	26	59 ↑	32 ↓	37	34	60
<b>Average</b>	<b>5.7</b>	<b>5.7</b>	<b>5.7</b>	<b>6.0</b>	<b>6.9 ↑</b>	<b>5.2 ↓</b>	<b>5.7</b>	<b>5.2</b>	<b>6.4</b>
Column n	137	103	34	6	31	100	87	32	18

R6. - What is the likelihood that you will ride again in the future?

Base: Stopped riding but may ride again in the future or not ridden in the last 12 months

Weighted sample; Base n=137

↑ ↓ Indicates statistically significant difference compared to respondents not in that category

\*Note: Small sample sizes

Figures may not add to 100% due to rounding

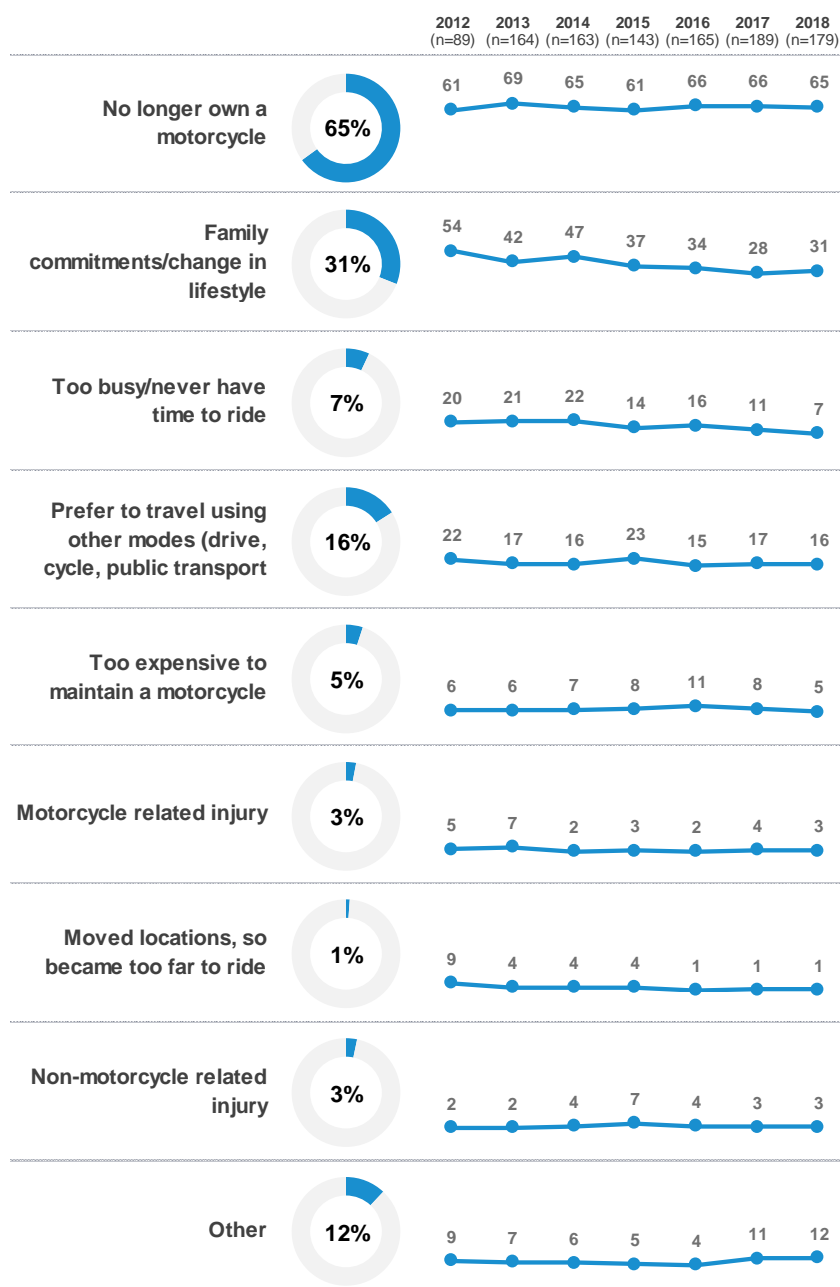


### 6.1.3 Reasons for no longer riding a motorcycle

Amongst those who had not ridden in the last year, but may do so in the future, the most mentioned reasons for not riding were 'no longer own a motorcycle (mentioned by 65%) followed by 'family commitments/change in lifestyle' (31%).

**Chart 15**  
months

**Main reasons why lapsed riders have not ridden a motorcycle in the last 12 months**



R2. - What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Multiple responses

Filter: Not ridden in last 12 months but may ride again.

Weighted; 2012 base n=89, 2013 base n=164; 2014 base n=163, 2015 base n=143, 2016 base n=165; 2017 base n=188, 2018 base n=179

Amongst the respondents who had not ridden in the last year, and who do not intend to return to riding in the future, the most mentioned reasons for not riding were:

- No longer own a motorcycle (61%)
- Family commitments (24%), and
- Prefer to use other transport (22%).

We note, however, there was a small sample size (45) for this question.

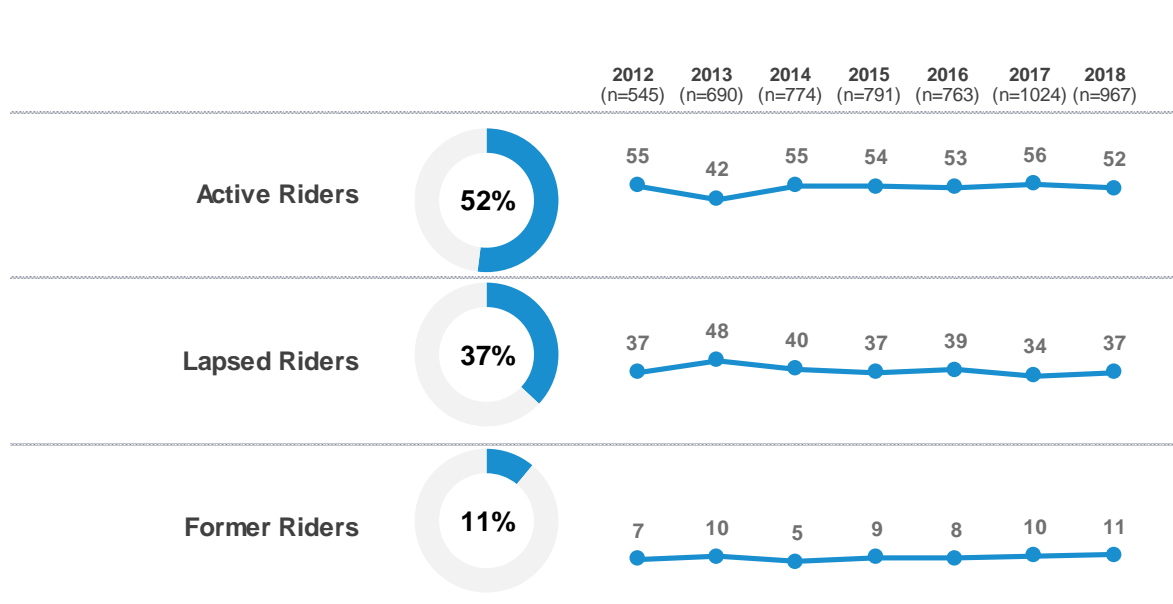
## 6.2 Riding activity segments

Respondents were divided into three groups based on their riding history and recent riding behaviours:

- Active riders – those who had ridden in the last 12 months and/or had started riding again after a break
- Lapsed riders – those who had stopped riding but may decide to ride again in the future, or had not ridden in the last 12 months but still considered themselves to be regular riders; or
- Former riders – those who had stopped riding and did not intend to ride again.

In 2018, a slight majority of respondents (52%) were active riders, as has been the case in all surveys since 2012 with the exception of 2013. In 2018, over one-third (37%) of respondents were lapsed riders, and a smaller percentage (11%) were former riders.

**Chart 16** Riding activity segments (2012 – 2018)

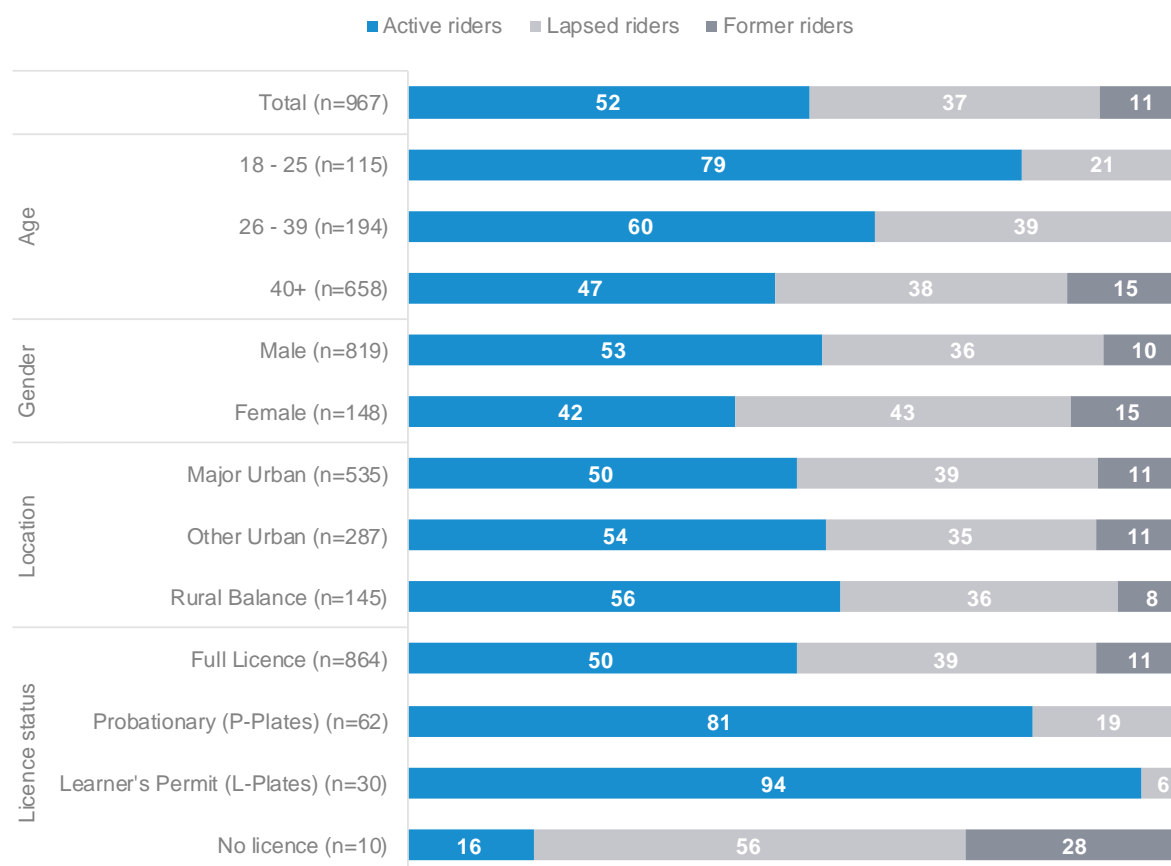


R4. - Which of the following best describes your motorcycle riding history?  
 R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?  
 All respondents; Weighted, n=967  
 Figures may not add to 100% due to rounding

A couple of demographic groups were significantly more likely to be active riders:

- Those aged 18-25 (79% vs. 51% amongst those aged 40+); and
- Those with probationary or learner permits (85% vs. 50% amongst those with full licences).

**Chart 17 Riding activity segments by selected rider characteristics – 2018**



R4. - Which of the following best describes your motorcycle riding history?

R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?

Filter: excludes never ridden a motorcycle; Weighted sample; Base n=967

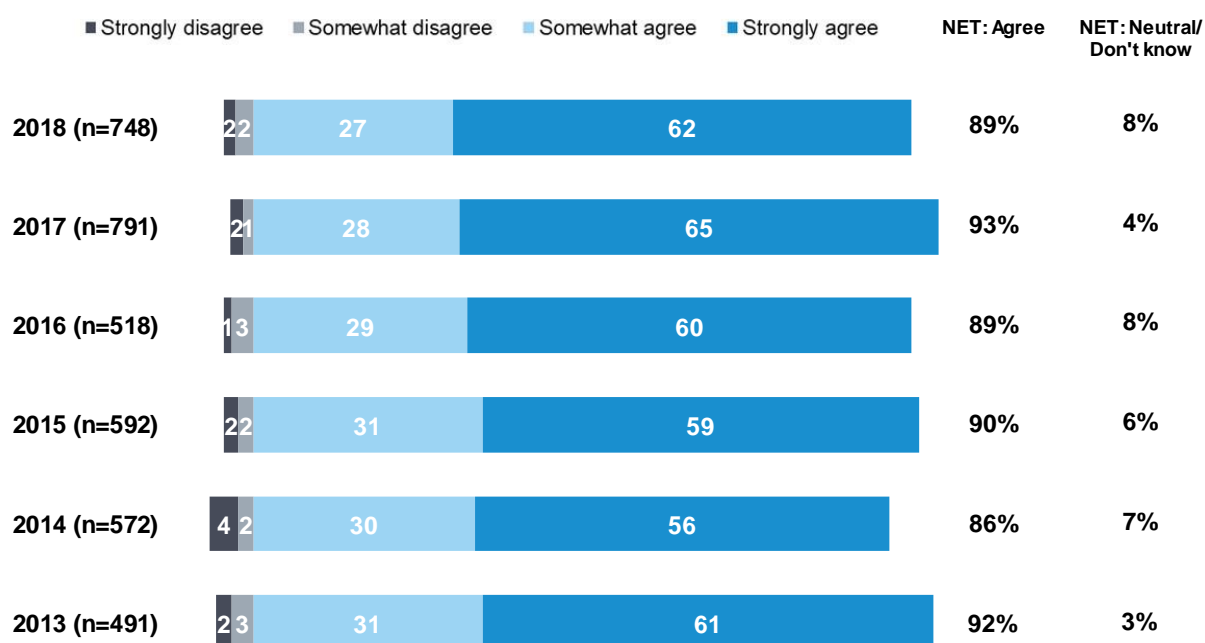
Figures may not add to 100% due to rounding

## 6.3 Riding vs. driving

As has been the case since 2013, the large majority of respondents in 2018 agreed that *'drivers don't understand what it is like to be a motorcyclist'*, with 62% strongly agreeing and 27% somewhat agreeing. The chart below indicates this finding has been consistent from 2013 to 2018.

There were no significant differences across age, gender or geographical location.

**Chart 18**      **Agree/disagree: Drivers don't understand what it's like to be a motorcyclist - 2013 – 2018**



AT7. - To what extent do you agree or disagree with the following statements –  
Drivers don't understand what it is like to be a motorcyclist?

Base: Those who have ridden in the last 12 months;

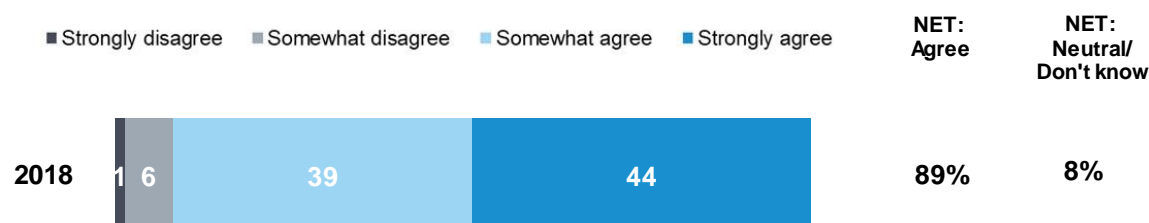
Weighted sample; 2013 base n=491; 2014 base n=572; 2015 base n=592; 2016 base n=518; 2017 base n=791

Figures may not add to 100% due to rounding

When asked whether they thought '*most drivers are unaware of motorcyclists when they are driving*', over four-fifths of respondents agreed, with 44% agreeing strongly and 39% somewhat agreeing. This result was largely unchanged from 2017.

Note also, there were no significant differences by age or gender.

**Chart 19**      **Agree/disagree: Most drivers are unaware of motorcyclists when they are driving – 2018**



AT9. - To what extent do you agree or disagree with the following statements - Most drivers are unaware of motorcyclists when they are driving?

Base: Those who have ridden in the last 12 months;

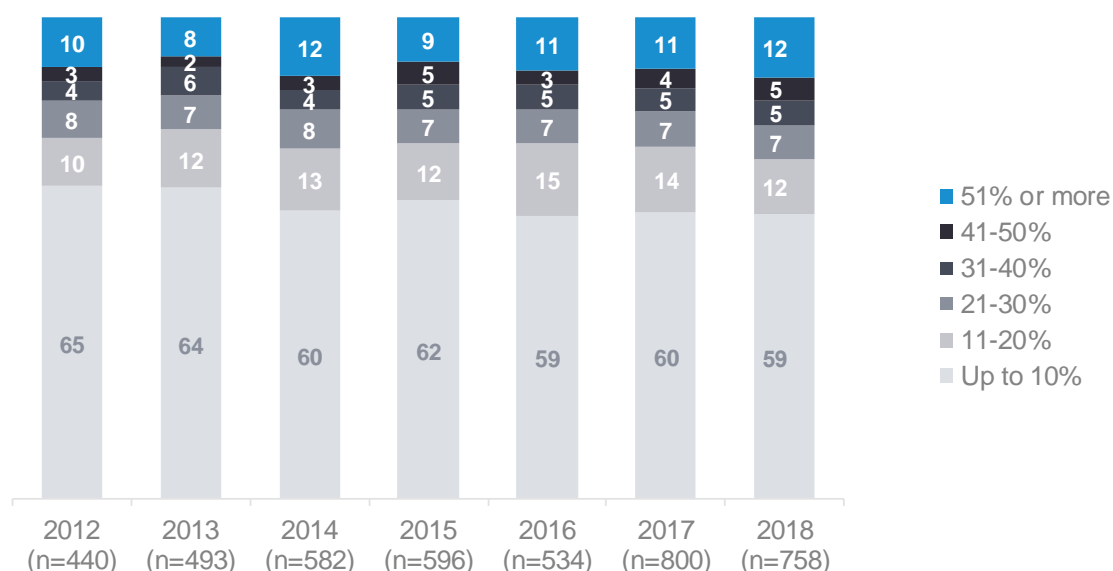
Weighted sample; 2017 base n=792

Figures may not add to 100% due to rounding

Respondents were asked what percentage of the time they rode a motorcycle as opposed to driving a car. As shown in the chart below, slightly more than one in ten (12%) ride their motorcycle more than they drive a car.

As can be calculated from the chart below, 71% of respondents indicated they rode their motorcycle 20% or less of the time as opposed to driving a car. These findings have remained relatively constant between 2012 and 2018.

**Chart 20** Percentage of time spent riding a motorcycle vs. driving a car (2012-2018)



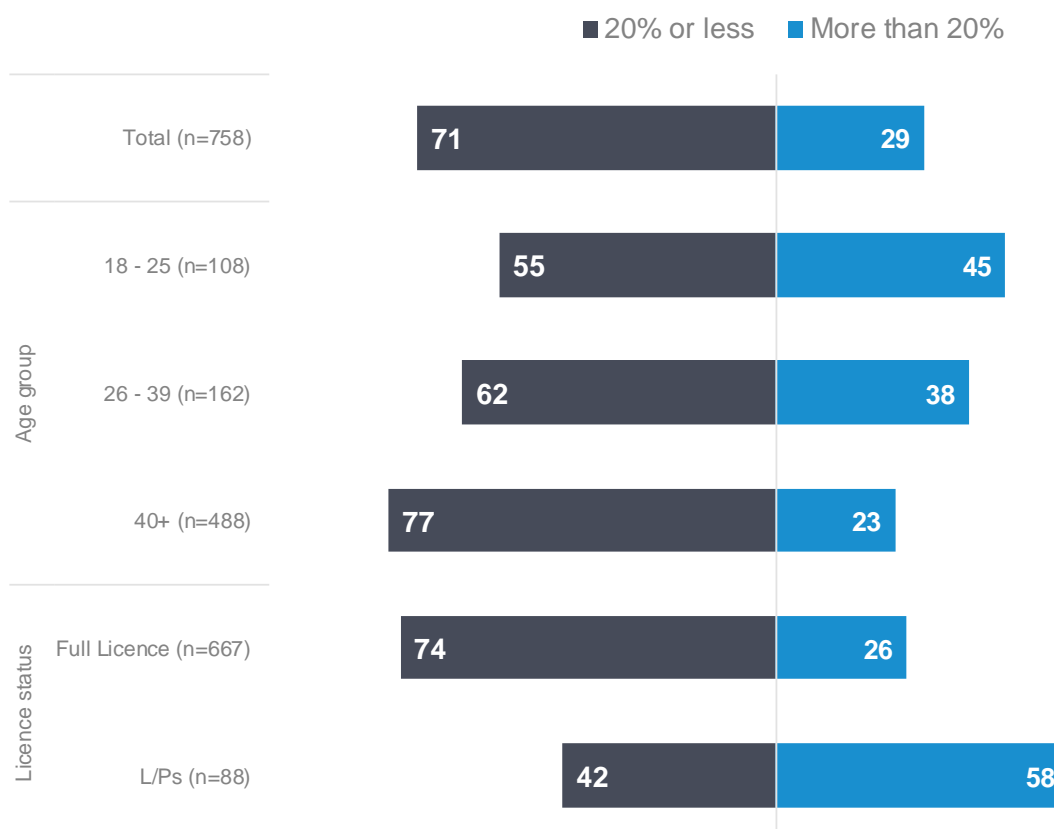
R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?

Filter: Ridden in the last 12 months; Weighted; 2012 base n=440, 2013 base n=493, 2014 base n=582, 2015 base n=596, 2016 base n=534, 2017 base n=800, 2018 base n=758

Figures may not add to 100% due to rounding

Survey respondents aged 18-25 on average rode their motorcycle more in comparison to driving a car than respondents aged 26-39 or 40 and over. Those on their 'Ls' or 'Ps' also rode their motorcycle more in comparison to driving a car than those with a full licence.

**Chart 21** Percentage of time spent riding a motorcycle vs. driving a car – differences between selected groups – 2018



R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?

Filter: Ridden in the last 12 months; Weighted; Base n=758

Figures may not add to 100% due to rounding

As might be expected, those who mainly rode a motorcycle for commuting purposes were the most likely to ride more than 20% of the time as opposed to driving a car.

**Table 16** Percentage of time spent riding a motorcycle vs. driving a car – differences between riding purpose – 2018

Column %	Commuter	Recreational	Off-road
20% or less	55 ↓	67 ↓	81 ↑
More than 20%	45 ↑	33 ↑	19 ↓
Column n	448	614	278

R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?

Filter: Ridden in the last 12 months; Weighted; Base n=758

↓↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding



## 6.4 Riding for commuting and recreational purposes

Respondents who actively ride motorcycles were asked approximately what percentage of the time they ride in the following categories:

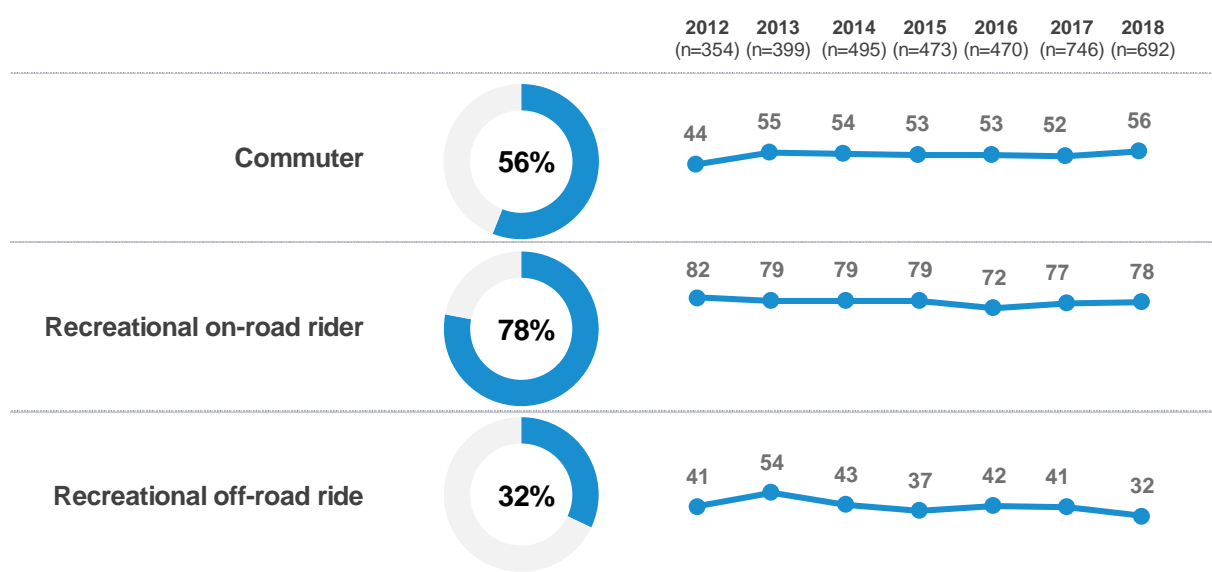
- Commuting purposes (going to work, study, shops)
- Recreation on-road (public roads, highways, freeways), and
- Recreation off-road (tracks in national parks or on private property).

If a respondent had ridden for any of the purposes above, they were then placed in that category (people could be in multiple categories).

As shown in the chart below, active riders were most likely to report they had ridden for 'recreation on-road' purposes (78%).

This chart also shows the trend for the years 2012 to 2018. The clearest trend is, perhaps, the decline in the percentage of active riders that report they had ridden for 'recreational off-road' purposes.

**Chart 22** Percentage of respondents who commuted and/or rode recreationally in last 12 months (2012-2018)



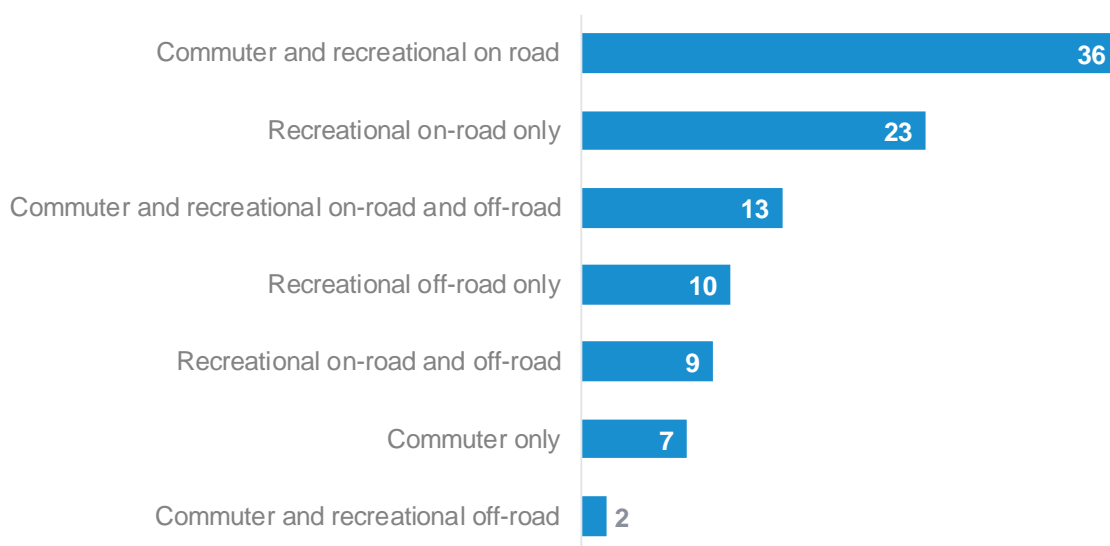
TYP A/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470; 2017 base n=746, 2018 base n=692

Note: Does not add to 100% as respondents could ride with more than one purpose

The prevalence of different combinations of riding purposes is shown in the chart below. The most common combination was amongst those who both commute and ride recreationally on-road (36%).

**Chart 23**      **Percentage of respondents who commuted and/or rode recreationally in last 12 months**



*TYP A/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?*

*Filter: Active riders; Weighted sample; 2018 base n=674*

*Figures may not add to 100% due to rounding*

There were several differences by demographic amongst active riders, including:

- Active riders aged 40 and over were less likely than younger riders to be 'commuters', and
- Those in Major Urban areas were more likely to ride for commuting purposes than those from elsewhere in Victoria, but less likely to be 'recreational off-road' riders.

These differences were similar to those from the 2017 survey.

**Table 17** Percentage who commuted and/or rode recreationally in last 12 months by demographic – 2018

Column %	Gender			Age group			Location		
	Total	Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Commuter	56	55	62	66	66 ↑	50 ↓	63 ↑	48 ↓	44 ↓
Recreational	78	77	79	85	73	79	81	75	71
Off-road	32	34 ↑	16 ↓	41	32	32	23 ↓	38	57 ↑
Column n	692	598	94	97	141	454	373	209	110

TYP A/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders; Weighted; Base n=692

↑↓ Indicates statistically significant difference compared to respondents not in that category

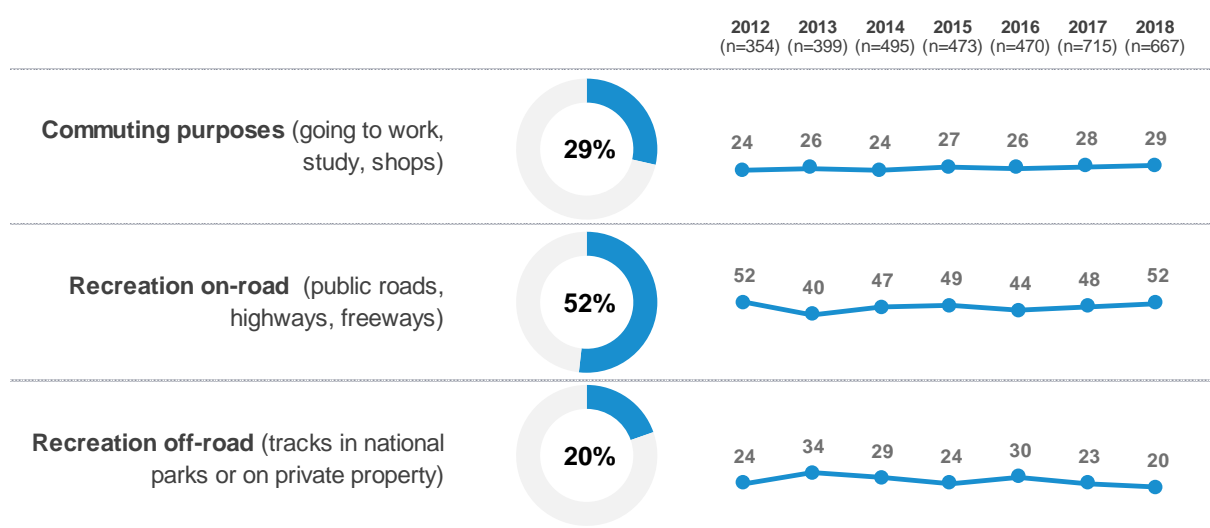
Note: Does not add to 100% due to riders being able to do multiple types of riding

### 6.4.1 Share of time spent riding for commuting or recreational purposes among active riders

As has been the case in previous years, respondents spent more time riding their motorcycles for 'recreational on-road' purposes (52%) than for 'recreational off-road' (20%) or commuting (29%) purposes.

As shown in the chart below, the trends for these purposes has been consistent over the period 2012 to 2018.

**Chart 24** Average percentage of time spent commuting vs. riding recreationally in last 12 months - 2012-2018



TYP A/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders excluding commuter/ recreational riding response error; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470; 2017 base n=715; 2018 base n=667

Figures may not add to 100% due to rounding

The most notable difference across the gender, age and location demographics were that:

- Those aged 40 or over were more likely to spend time riding 'recreationally on road' (58%) than younger riders, but less likely to spend time commuting (23%); and
- Those in Major Urban areas were more likely to spend time riding for commuting purposes (36%) than those from elsewhere in Victoria, but less likely to spend time riding 'recreationally off-road' (13%).

This result was similar to 2017.

**Table 18 Percentage of time spent commuting vs. riding recreationally in last 12 months by demographic – 2018**

Average	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Commuting purposes (going to work, study, shops)	<b>29</b>	28	30	34	40 ↑	23 ↓	36 ↑	22 ↓	14 ↓
Recreation on-road (public roads, highways, freeways)	<b>52</b>	51	58	45	40 ↓	58 ↑	51	55	48
Recreation off-road (tracks in national parks or on private property)	<b>20</b>	21	12	21	20	20	13 ↓	23	38 ↑
Column n	<b>667</b>	576	91	94	139	434	362	199	106

TYPAB/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders; Weighted; Base n=667

↑ ↓ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

A difference across rider experience characteristics amongst active riders was that:

- Those who started riding at 26 or over were less likely to spend time to spend time riding recreationally off road than other riders<sup>1</sup>.

**Table 19** Average percentage of time spent commuting vs. riding recreationally in last 12 months by rider experience – 2018

Average	Total	Age when started riding					Motorcycle licence	
		Up to 10 years	11-17 years	18-25 years	26-39 years	40 years or older	L/Ps	Full Licence
Commuting purposes (going to work, study, shops)	<b>29</b>	19	25	37	49	35	35	28
Recreation on-road (public roads, highways, freeways)	<b>52</b>	48	48	49	48	59	51	52
Recreation off-road (tracks in national parks or on private property)	<b>20</b>	33 ↑	27	13	3 ↓	6 ↓	14	20
Column n	<b>667</b>	59	130	105	38	24	81	584

TYP A/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders AND excluding commuter/ recreational riding response error; Weighted; Base n=711-715

↓ ↑ Indicates statistically significant difference compared to respondents not in that category i.e. between learner and probationary and full licence holders

Figures may not add to 100% due to rounding

<sup>1</sup> Age when started riding only was included in the questionnaire in quarters one and two, 2018.

There were a number of differences across motorcycle ownership characteristics amongst active riders, including:

- Those who had only one motorcycle at home were less likely to spend time recreationally off-road than other riders when riding a motorcycle, and
- Those with powerful motorcycles (701cc+) were significantly more likely to be recreational on-road riders than those with less powerful engine capacities.

These results are very similar to 2017.

**Table 20** Average percentage of time spent commuting vs. riding recreationally in last 12 months by motorcycle ownership – 2018

Average	Total	Number of motorcycles kept at home			What capacity is the engine?		
		None	One only	Two or more	Up to 250cc	251-700cc	701-1001+ cc
Commuting purposes (going to work, study, shops)	29	29	38 ↑	19 ↓	37	25	29
Recreation on-road (public roads, highways, freeways)	52	56	54	49	34 ↓	43 ↓	66 ↑
Recreation off-road (tracks in national parks or on private property)	20	15	9 ↓	32 ↑	29	32 ↑	5 ↓
Column n	667	27	252	287	114	225	289

TYP A/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders AND excluding commuter/ recreational riding response error; Weighted; Base n=667

↓ ↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

## 6.4.2 On-road riding speed limits

A new question was included in the survey in 2018 for on-road riders asking what percentage of the time they ride on roads with speed limits of 80kmh or more. As shown in the table below, across all respondents, 51% of the time was spent on roads with speed limits of 80kmh or more. As might be expected, those in Rural Balance (66%) or Other Urban (63%) locations spent a greater percentage of the time on roads with 80kph+ speed limits than those living in Major Urban (41%) locations.

**Table 21 On-road: riding speed limits over 80kph – 2018**

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
0-49%	<b>37</b>	37	34	34	42	35	50 ↑	22 ↓	12 ↓
50%	<b>17</b>	16	24	14	15	18	16	15	25
51-100%	<b>46</b>	47	42	52	42	47	34 ↓	63 ↑	63 ↑
<b>Average</b>	<b>51</b>	<b>51</b>	<b>46</b>	<b>56</b>	<b>46</b>	<b>52</b>	<b>41 ↓</b>	<b>63 ↑</b>	<b>66 ↑</b>
Column n	<b>615</b>	527	88	85	122	408	339	180	96

SP6. -Thinking about your on-road riding, what proportion of the time did you ride on roads with speed limits of 80km/hr or more over the last 12 months?

Filter: Active Riders; Recreational riding on-road; Weighted; 2018 base n=615

↓↑ Indicates statistically significant difference compared to respondents not in that category

## 6.4.3 Recreational riding locations

Recreational riding is most likely to happen on public roads in either rural/non-built up areas (61%) or metro areas (34%). The percentage of riding by location has been consistent over the period 2012 to 2018.

**Table 22 Recreational riding locations (2012-2018)**

Column %	2012	2013	2014	2015	2016	2017	2018
Public roads in rural/non-built up areas	67	52	56	58	53	53	61 ↑
Public roads in metro areas	36	29	34	36	33	32	34
Private land	23	32	22	22	30	27	16 ↓
State/national parks	31	29	30	23	27	24	28
Other	-	-	5	2	3	3	1 ↓

REC1. - Where do you do most of your recreational riding (on-road or off-road)?

Filter: Active Riders; Recreational riding on or off-road; Weighted; 2012 base n=340; 2013 base n=369; 2014 base n=480; 2015 base n=466; 2016 base n=482; 2017 base n=686; 2018 base n=632

↓↑ Indicates statistically significant differences compared to 2017 and 2018 only

\*Multiple responses accepted



As might be expected, those who at times commute on their motorcycle, or who ride recreationally on road, are more likely to mainly ride on public roads in either rural or metro areas.

Those who ride recreationally off-road are more likely to ride in state/national parks or on private land.

**Table 23** Recreational riding locations by riding purpose – 2018

Column %	Commuter	Recreational	Off-road
Public roads in rural/non-built up areas	66 ↑	68 ↑	41 ↓
Public roads in metro areas	42 ↑	39 ↑	11 ↓
Private land	12 ↓	9 ↓	38 ↑
State/national parks	23 ↓	22 ↓	66 ↑
Other	1	1	1
Column n	377	568	236

REC1. - Where do you do most of your recreational riding (on-road or off-road)?

Filter: Active riders; Recreational riding on or off-road; Weighted; Base n=632

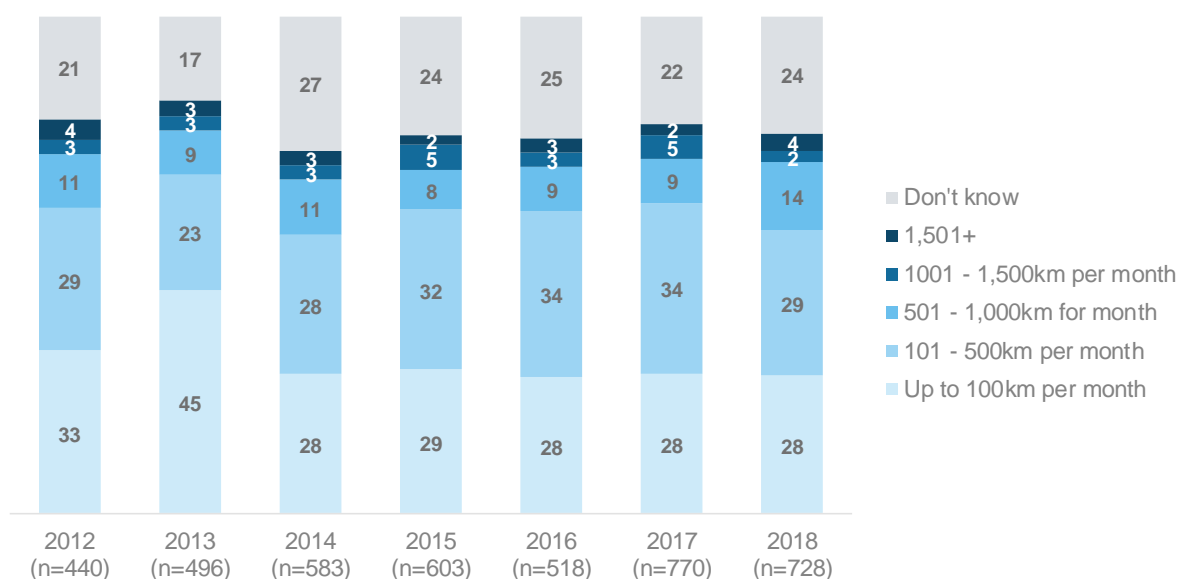
↓↑ Indicates statistically significant difference compared to respondents not in that category

## 6.5 Distances ridden in the last 12 months

When estimating the distance they had ridden on a motorcycle for any reason in the last 12 months, in 2018 respondents were most likely to mention 101-500km per month (29%) followed by up to 100km per month (28%). The chart below also shows findings for the period 2012 to 2018.

There were no significant differences by age or gender or location.

**Chart 25** Distance ridden in last 12 months for any purpose – approximate km per month (2012-2018)



RID1A/B/C. - Thinking now about how many kilometres you rode ON ANY motorcycle on the road for any reason over the last 12 months...

(Per week; per month or per year)

Filter: Ridden in the last 12 months; Weighted; 2012 base n=440; 2013 base n=496; 2014 base n=583; 2015 base n=603; 2016 base n=518; 2017 base n=770; 2018 base n=728

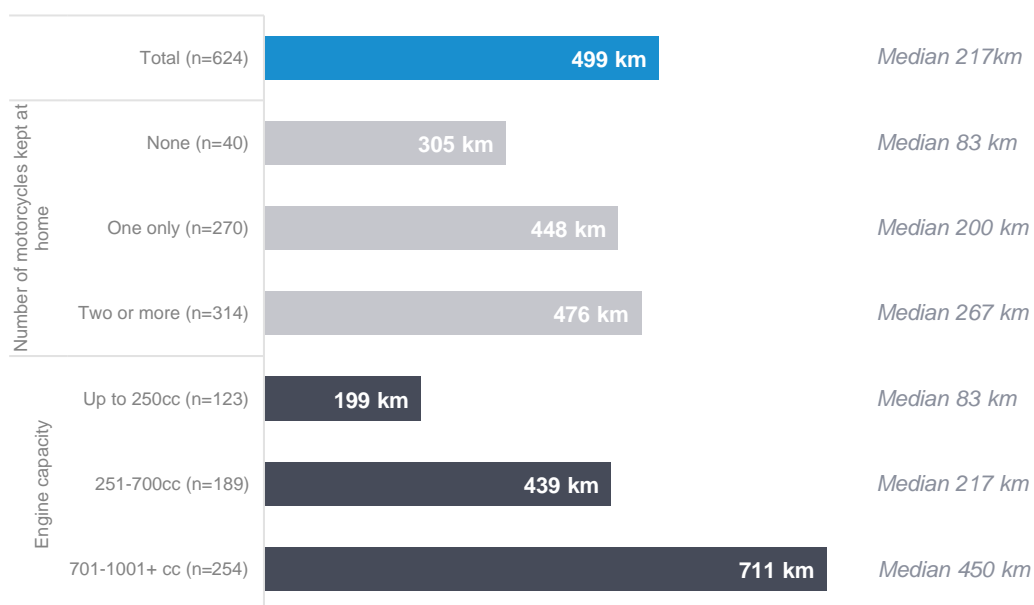
Figures may not add to 100% due to rounding

The average distance ridden on a motorcycle by respondents was 499km per month and the median distance ridden was 217km.

The chart below also shows the distance ridden by motorcycle characteristics. Respondents with at least one motorcycle at home, and who had more powerful motorcycles (701cc+), were likely to ride further each month on average.

These findings were similar to those from the 2017 survey.

**Chart 26 Distance ridden in last 12 months – approximate km per month by motorcycle characteristics – 2018**



(Median km per month to the right of bar)

RID1A/B/C. - In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason?

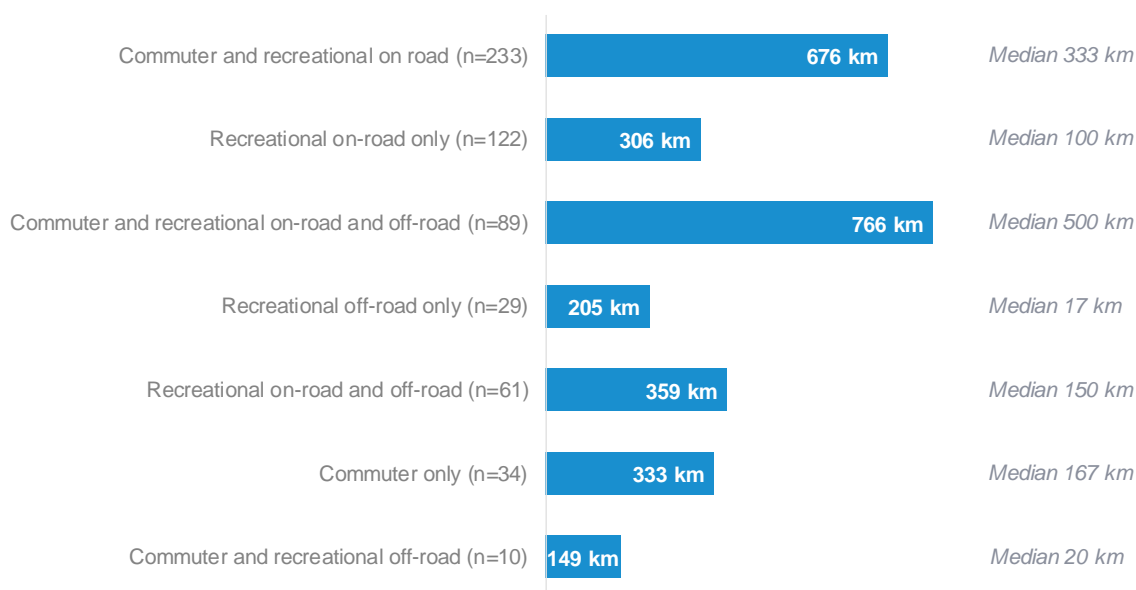
Filter: Ridden in the last 12 months: Weighted; Base n=624

### 6.5.1 Average distance ridden for commuting, on-road and off-road recreational purposes among active riders

On average, commuters ride more per month (639km) than 'recreational on-roaders' (549km) or 'recreational off-roaders' (489km). Riders can fall into more than one of these groups.

The chart below shows average and median distances ridden based on 'unique riding groups', that is, riders belong to only one of the groups below. The chart shows that those who commute, and who also ride recreationally on and off-road, on average ride the greatest distances per month.

**Chart 27 Distance ridden in last 12 months – approximate km per month by riding purpose (mean and median)**



(Median km per month to the right of bar)

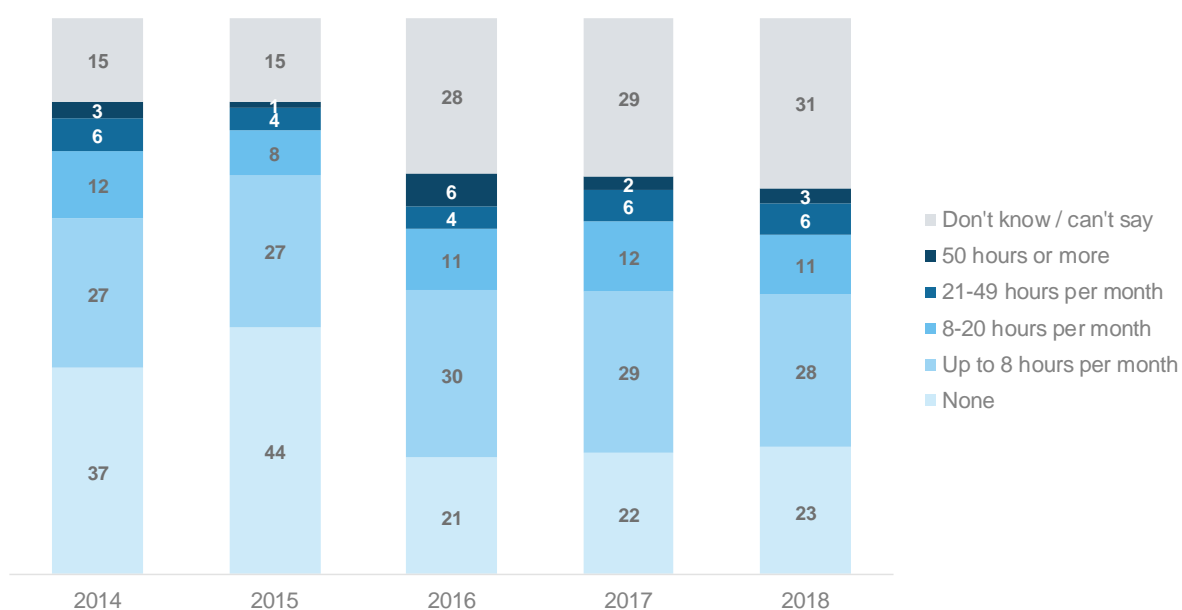
RID1A/B/C. - In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason?

Filter: Ridden in the last 12 months AND excluding commuter/recreational riding response error; Weighted; Total n=578

## 6.5.2 Hours spent riding off-road

Amongst those who had ridden in the past 12 months, 39% indicated that on average they ride less than 20 hours per month off-road. About half respondents had not ridden off-road, or were not sure how many hours they had ridden off-road (52%).

**Chart 28** Hours spent riding off road – approximate hours per month (mean) – 2014 – 2018



RID2A/B/C- Thinking now about how many hours you rode on any motorcycle off-road for any reason over the last 12 months? An approximate number is OK.

Filter: If ridden in the last 12 months AND excluding commuter/recreational response error:

Weighted; Base n=752

Figures may not add to 100% due to rounding

## 6.6 Rider fatigue

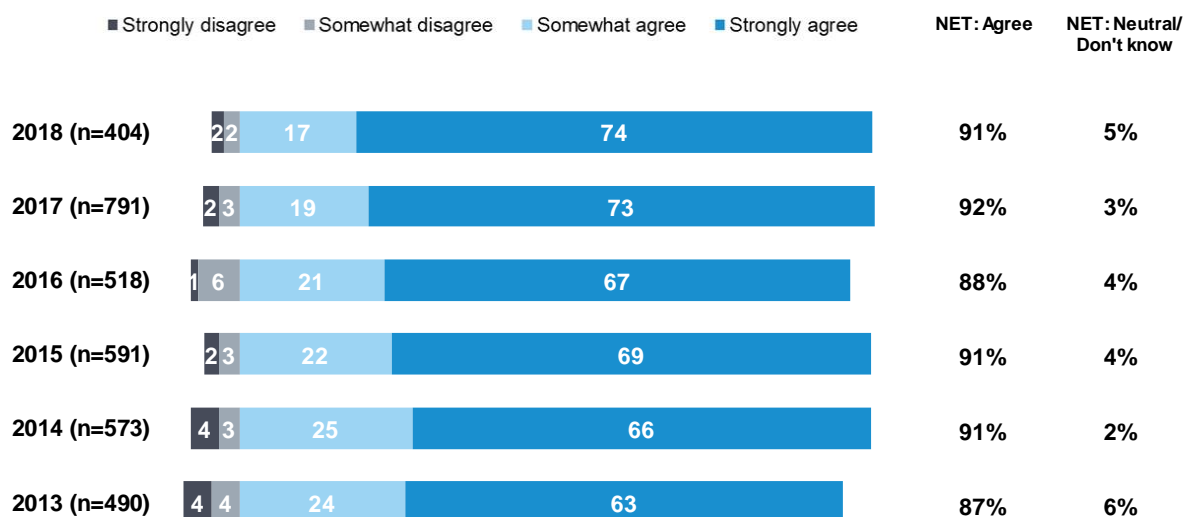
Respondents were asked to what extent they agreed with some statements concerning fatigue.

The large majority (91%) agreed that 'riding while tired can be as dangerous as drink riding', with 74% 'strongly agreeing'.

Since 2013, there has been a significant increase in the percentage 'strongly agreeing' with this statement (from 63% in 2013 to 74% in 2018).

When analysed by age (not shown in this chart) – only 49% of those aged 18-25 strongly agreed with this statement compared to 76% of respondents aged 26 and over.

**Chart 29** Agree/disagree 'riding while tired can be as dangerous as drink riding' - 2013-2018



AT4. - Agreement/disagreement with statements about fatigue

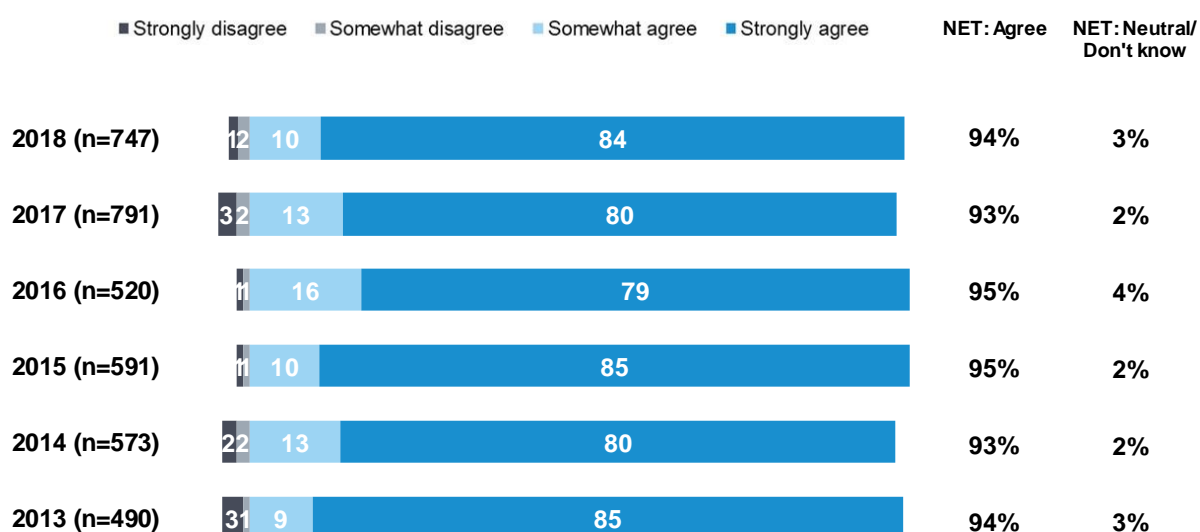
Weighted; 2013 base n=490; 2014 base n=573; 2015 base n=591; 2016 base n=518; 2017 base n=791; 2018 base: n=404

Figures may not add to 100% due to rounding

The large majority (94%) also agreed that 'the only remedy for fatigue *while* riding is to stop riding and rest', with 84% 'strongly agreeing', a similar result to 2017. This percentage has been very consistent over the period 2013 to 2018.

Similar to the additional analysis provided for Chart 29, those aged 18-25 were less likely to strongly agree with this statement than those aged 26 and over (68% vs. 85%).

**Chart 30** Agree/disagree 'the only remedy for fatigue while riding is to stop riding and rest' - 2013-2018



AT5. - Agreement/disagreement with statements about fatigue

Weighted; 2013 base n=490; 2014 base n=573; 2015 base n=591; 2016 base n=520; 2017 base n=791; 2018 base n=747

Figures may not add to 100% due to rounding

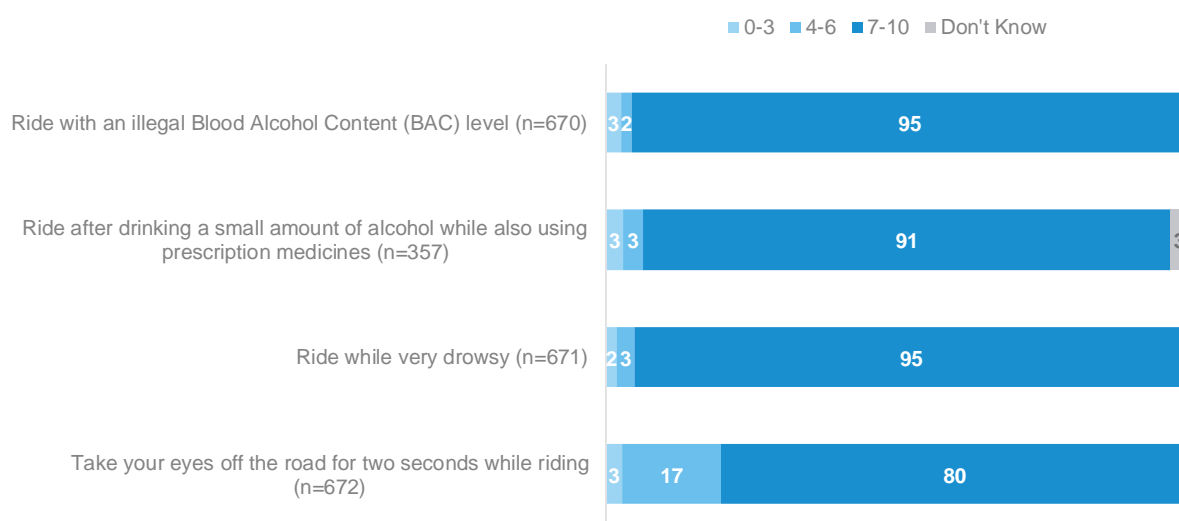
Respondents were asked to rate how dangerous it was to ride under certain circumstances by scoring each scenario out of ten where 0 was not at all dangerous and 10 was extremely dangerous.

Most respondents provided ratings of seven or above for the scenarios, with 95% rating riding with an illegal blood alcohol content level as highly dangerous (i.e. seven or over on the scale), and 95% indicating that riding while very drowsy is highly dangerous. Further, 91% rated riding after drinking a small amount of alcohol while using prescription medicines is highly dangerous.

A significantly smaller, although still substantial percentage (80%), thought taking your eyes off the road for two seconds while riding was highly dangerous.

Overall, females and those aged over 25 were more likely to rate some of the circumstances as highly dangerous. In particular, females were more likely than males to consider riding while very drowsy (99% vs. 94%) and riding after drinking a small amount of alcohol while also using prescription medicines (98% vs. 90%) as highly dangerous. Riders over the age of 25 were more likely than those aged 18-25 to consider riding while very drowsy (96% vs. 82%) and taking your eyes off the road for two seconds while riding (81% vs. 66%) as highly dangerous.

**Chart 31** Perception of danger associated with riding – 2018



DAN1-6. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...

Active riders only; Weighted; 2018 base n=366-673

Figures may not add to 100% due to rounding



## 6.7 Rider distractions

Respondents were asked about whether they had been distracted by a number of factors in the last month while riding a motorcycle.

Respondents were most likely to have been distracted by other road users (mentioned by 42%), their own thoughts (31%) or street signs (17%). These results were similar to those from 2017.

**Table 24**      **Distractions in the last month – 2018**

Column %	%
Other road users (e.g drivers, other riders, pedestrians, etc.)	42
Your own thoughts/thinking about something not related to riding	31
Street signs	17
Advertising or shops	14
Map/GPS	6
Mobile phone call (via Bluetooth)	3
Pillions	2
Music/MP3 player (via Bluetooth)	2
Have not ridden in the last month	19
None of the above	23
Don't know	4
Column n	732

*DRO3. - In the last month, have you been DISTRACTED by any of the following while riding your motorcycle?  
Base: Ridden in the past 12 months; Weighted - 2018 base n=732*

When analysed by demographic (not shown in chart) younger riders aged 18-25 were more likely to have been distracted than older riders by the following:

- Map/GPS (16% vs. 6%)
- Music (13% vs. 1%).

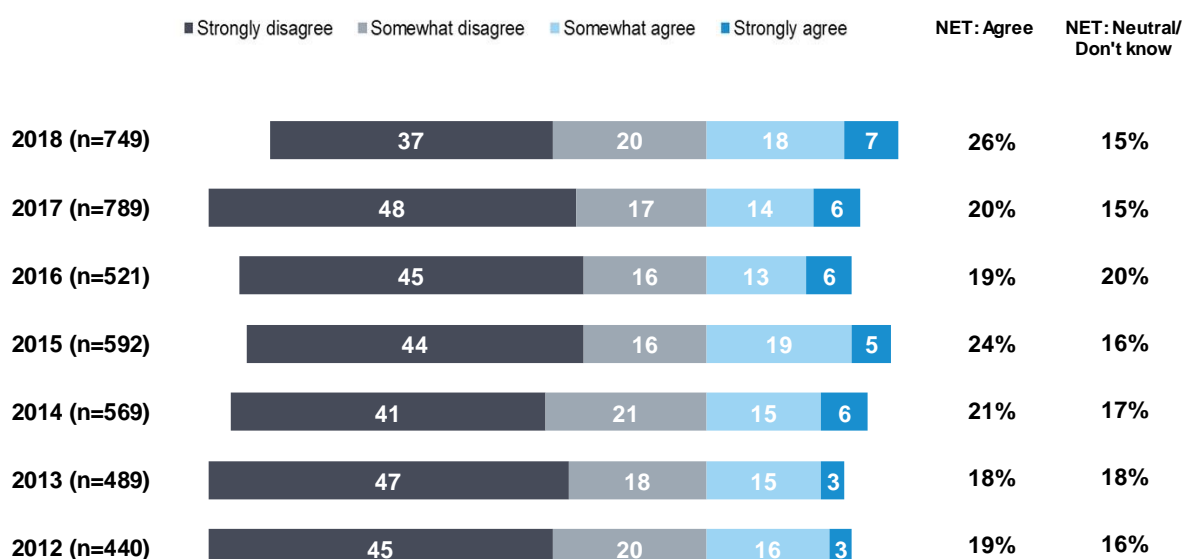
Respondents were also asked for the first time in 2018 whether they ever talk on a mobile phone using headphones while riding – 5% admitted that they ever had. This result did not vary significantly by age, gender or location.

## 7.0 Attitudes Towards Speeding and Speeding Behaviour

### 7.1 Speeding behaviour

Respondents who had ridden a motorcycle in the past year were asked to what extent they agreed with the statement '*I ride over the speed limit if I'm sure I'll get away with it*'. While only a minority agreed with this statement (26%), this result was higher than in 2017 when only 20% agreed.

**Chart 32** Agree/disagree: I ride over the speed limit if I'll get away with it (2012-2018)



AT1. - To what extent do you agree or disagree with the following statement? *I ride over the speed limit if I'm sure I'll get away with it.*

Base: Ridden in the last 12 months - Weighted; 2012 base n=440; 2013 base n=489; 2014 base n=569; 2015 base n=592; 2016 base n=521; 2017 base n=789; 2018 base: n=749. Figures may not add to 100% due to rounding.

Overall, those who think there should be some leeway from being booked if speeding, are those who are more likely to speed if they believe they can get away with it. In particular, those who believe that people should be able to ride up to 105kph in a 100kph zone without being booked are more likely to agree that they will ride over the speed limit if they think they will get away with it (39% vs. 19% of those who believe people should be booked if they ride between 100kph and 105kph in a 100kph zone). See section 8.1.3 for further details.

As shown in Table 25, females were more likely to strongly disagree with the statement than males (51% vs. 36%).

**Table 25** Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by key demographic groups – 2018

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Strongly agree	7	8 ↑	2 ↓	10	5	8	6	13 ↑	2 ↓
Somewhat agree	18	18	17	13	23	17	22	14	15
<b>NET: Agree</b>	<b>26</b>	<b>26</b>	<b>19</b>	<b>23</b>	<b>28</b>	<b>25</b>	<b>27</b>	<b>27</b>	<b>17</b>
Neither agree nor disagree	16	16	12	19	12	18	14	20	14
Somewhat disagree	20	20	18	27	27	16 ↓	19	20	21
Strongly disagree	37	36 ↓	51 ↑	29	31	41	38	32	46
<b>NET: Disagree</b>	<b>57</b>	<b>56</b>	<b>69</b>	<b>57</b>	<b>58</b>	<b>57</b>	<b>57</b>	<b>52</b>	<b>67</b>
Don't know	1	1	0	2	2 ↑	1 ↓	1	2	2
<i>Column n</i>	<b>749</b>	650	99	107	160	482	401	229	119

AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it. Base: Ridden in the last 12 months - Weighted; Base n=749

↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

As Table 26 indicates, there were no significant differences by engine capacity.

**Table 26** Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by type of bike – 2018

Column %	Up to 250cc	251-700cc	701-1001+ cc
Strongly agree	6	9	7
Somewhat agree	18	14	22
<b>NET: Agree</b>	<b>24</b>	<b>23</b>	<b>29</b>
Neither agree nor disagree	14	16	19
Somewhat disagree	14	24	22
Strongly disagree	45	36	30
<b>NET: Disagree</b>	<b>59</b>	<b>60</b>	<b>51</b>
Don't know	3	1	1
<i>Column n</i>	131	243	296

AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it. Base: Ridden in the last 12 months - Weighted; Base n=670

↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

Those who had been in a crash were no more likely than those who had not been in a crash to ride over the speed limit if they were sure they would get away with it.

**Table 27**      **Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by crash history – 2018**

Column %	Yes	No
Strongly agree	10	6
Somewhat agree	17	19
<b>NET: Agree</b>	<b>27</b>	<b>25</b>
Neither agree nor disagree	19 ↑	13 ↓
Somewhat disagree	18	21
Strongly disagree	34	40
<b>NET: Disagree</b>	<b>53</b>	<b>61</b>
Don't know	1	1
<i>Column n</i>	<i>335</i>	<i>405</i>

AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it.

Base: Ridden in the last 12 months - Weighted; Base n=740

↑↓ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

A slight majority of respondents (54%) indicated they had not intentionally ridden above the speed limit in a 60km zone, even if by only a few km's per hour, in the last three months. Further analysis not included in the table shows that the percentage of males indicating they had not intentionally ridden above the 60km speed limit was significantly lower than females (52% vs. 76%), as were those living in Major Urban areas compared to those from other parts of the state (48% vs. 62%), a similar result to 2016 and 2017.

**Table 28** Intentionally riding above limit in 60km/h zone

Column %	2015	2016	2017	2018
None of the time	51	54	57	54
Some of the time (Less than half but not never)	29	32	29	34
About half the time (50%)	7	7	7	6
Most of the time, or (More than half but not all)	6	3	4	3
All of the time	1	-	1	1
Don't know	5	4	3	2

BEH1. - How often have you intentionally ridden above the speed limit in a 60km/h zone, even if by only a few km's per hour, in the last three months?

Base: Ridden in the last 12 months - Weighted; 2015 base n=591; 2016 base n=520; 2017 base n=790; 2018 base n=748

Figures may not add to 100% due to rounding

In 2017 a question was added asking about speeding behaviour in 100km zones. The results show that in both 2017 and 2018 about the respondents had ridden intentionally above the speed limit 'none of the time'.

**Table 29** Intentionally riding above limit in 100km/h zone

Column %	2017	2018
None of the time	49	51
Some of the time (Less than half but not never)	34	38
About half the time (50%)	6	5
Most of the time, or (More than half but not all)	7	4 ↓
All of the time	1	1
Don't know	3	1

BEH2. - Intentionally ridden above the speed limit in a 100km/h zone, even if by only a few km's per hour?

Base: Ridden in the last 12 months - Weighted; 2017 base n=789; 2018 base n=747

Figures may not add to 100% due to rounding

Only three per cent of those who had ridden in the last 12 months had been caught speeding in the last 12 months. Of the 19 people who had been caught speeding, 16 had been caught once, while 1 had been caught twice and 2 people had been caught three times.

### 7.1.1 Whether pulled over by police in last 12 months

About one in six (17%) had been pulled over by police in the last 12 months – a not significantly different percentage than in 2017. Males were more likely to have been pulled over than females (18% vs. 5%). Those in Major Urban (18%) or Other Urban (18%) areas were more likely to have been pulled over than those in Rural Balance (8%) areas.

**Table 30** Whether pulled over by police in last 12 months

Column %	2013	2014	2015	2016	2017	2018
Yes	20	16	18	13	16	17
No	80	82	81	86	83	83
Prefer not to say / Can't recall	0	1	2	1	1	1

POL1. - Have you been pulled over by police for any reason while riding your motorcycle in the last 12 months? Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=506; 2014 base n=404; 2015 base n=486; 2016 base n=467; 2017 base n=725, 2018 base n=675

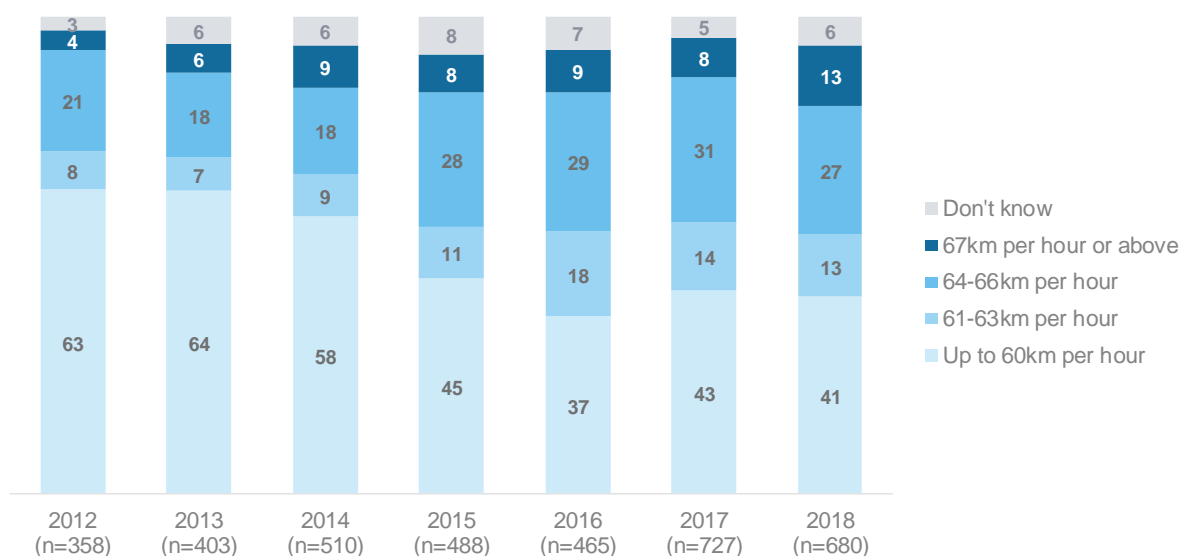
↓↑ Indicates statistically significant differences between 2016 and 2017 only

Figures may not add to 100% due to rounding

### 7.1.2 Speed limit in a 60km zone

As shown in Chart 33, in 2018 53% of respondents believed they should be allowed to ride over the 60kph speed limit without being booked. The Chart also shows how the belief in a 'zero tolerance' approach to speeding (i.e. a person should be booked even if they exceed the speed limit by only one kph) has declined from 63% in 2012 to 41% in 2018.

**Chart 33** Speed people should be allowed to ride in a 60kph zone without being booked (2012-2018)

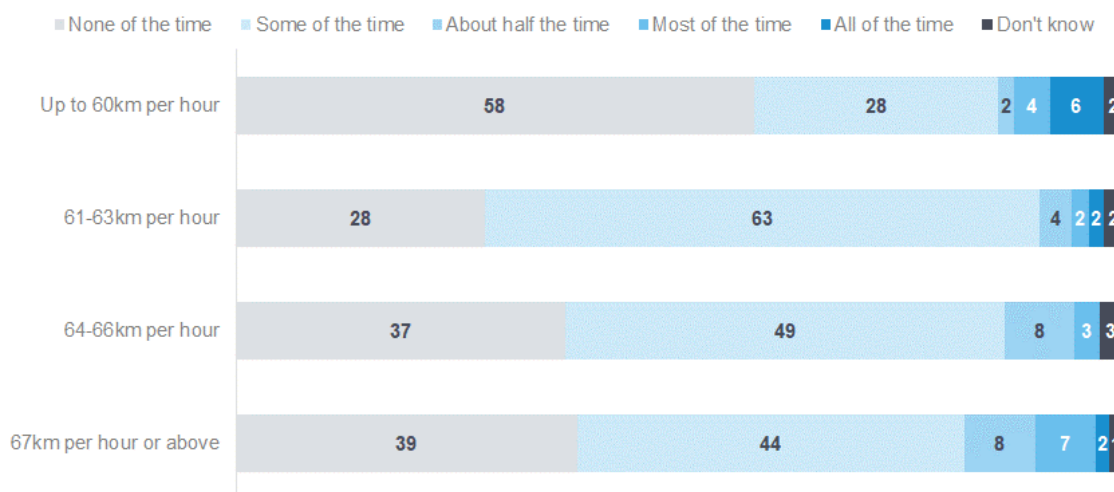


*SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?*  
 Filter: Active riders; Weighted; 2012 base n=358; 2013 base n=403; 2014 base n=510; 2015 base n=488; 2016 base n=465; 2017 base n=727, 2018 base n=680  
 Excludes respondent error  
 Figures may not add to 100% due to rounding

Respondents were then asked how often they ride at or above the speed they had nominated as the speed they should be able to ride in a 60km zone before being booked for speeding.

As has been the case in the past, those who nominated speeds above 60kph were less likely to say they would ride above these speeds 'none of the time'. In other words, those who think there should be more leeway when being booked for speeding, are the more likely to speed if presented with the opportunity.

**Chart 34** Speed people should be allowed to ride in a 60kph zone without being booked and frequency they would ride above this speed – 2018



SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?

SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2), in a 60km/h zone? Filter: Active riders; Weighted; 2018 base n=638

Excluding respondent error

Figures may not add to 100% due to rounding

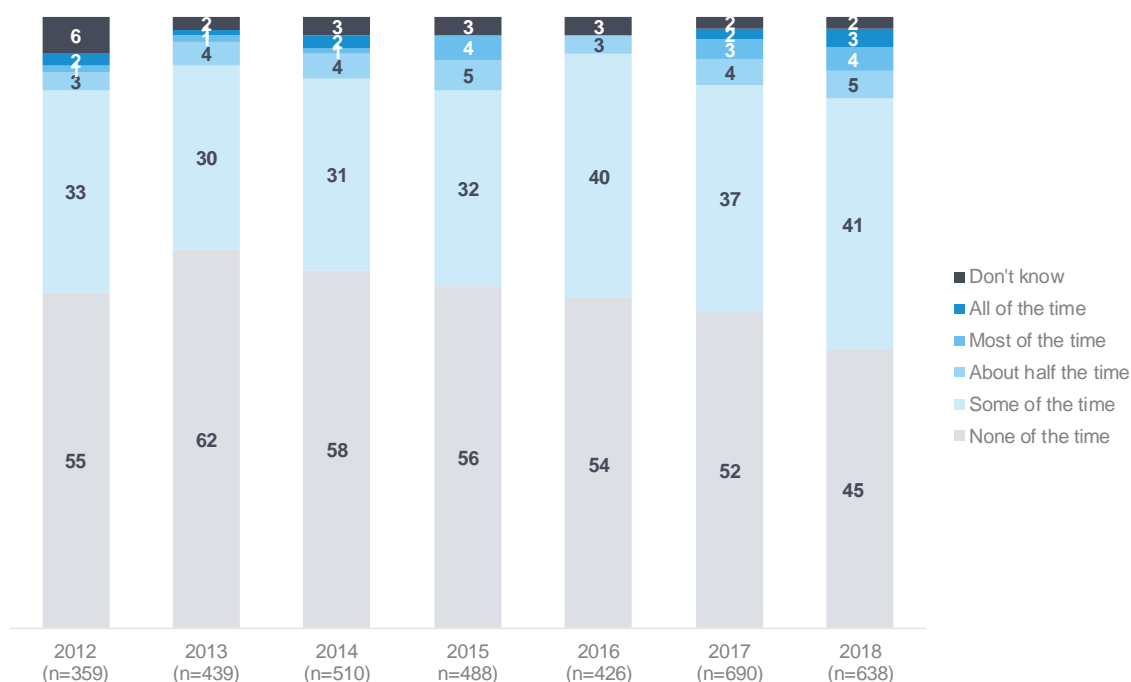


When looking at all responses, regardless of the speed nominated, for the first time since 2012 a minority of riders (45%) indicated they would never ride above the speed they had nominated at which people should be able to ride in a 60kph zone without being booked.

The percentage of respondents indicating they would never ride above their 'nominated' speed limit has fallen from 62% in 2013 to 52% in 2017, and to 45% in 2018.

In 2018, females were more likely than males to never ride above their 'nominated' speed (63% vs. 43%), as were those aged 40 and over (51% vs. 35% of those aged under 40).

**Chart 35** Frequency respondents would ride above nominated speed in a 60km zone (2012-2018)



SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2), in a 60km/h zone Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=439; 2014 base n=510; 2015 base n=488; 2016 base n=426; 2017 base n=690; 2018 base n=638

Excludes: Respondents who could not nominate a speed

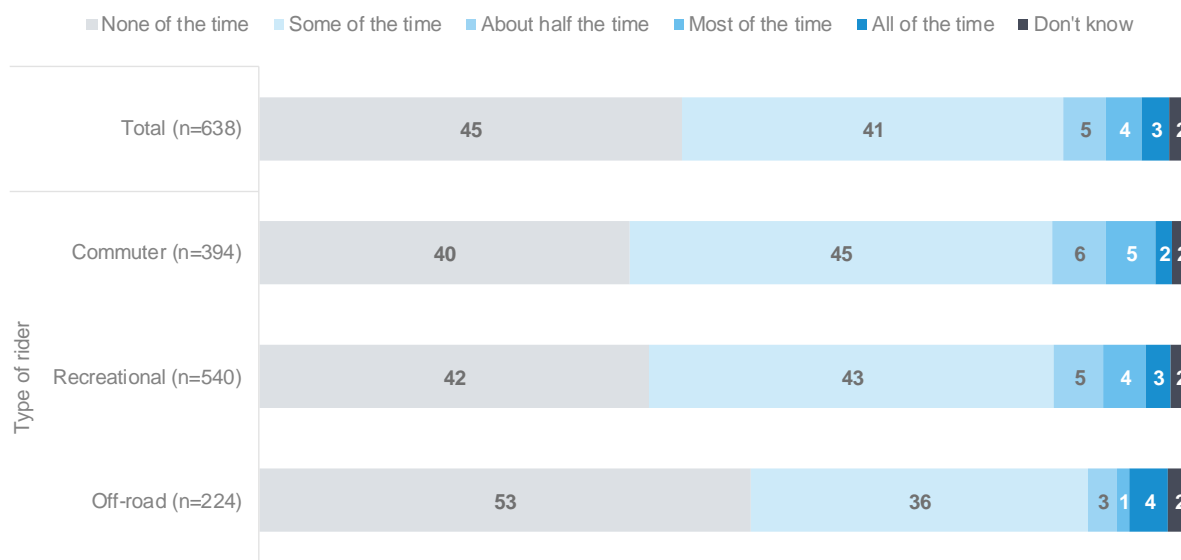
Excludes respondent error

Figures may not add to 100% due to rounding

Those who said they had ridden off-road for recreational purposes were the most likely to say they would never ride above the speed they had nominated at which people should be able to ride in a 60kph zone without being booked (53%).

These findings were similar to those from 2016 and 2017.

**Chart 36** Frequency respondents would ride above nominated speed in a 60km zone by type of rider – 2018



SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2), in a 60km/h zone?

Filter: Active riders; Weighted; 2016 base n=424; 2017 base n=690, 2018 base n=638

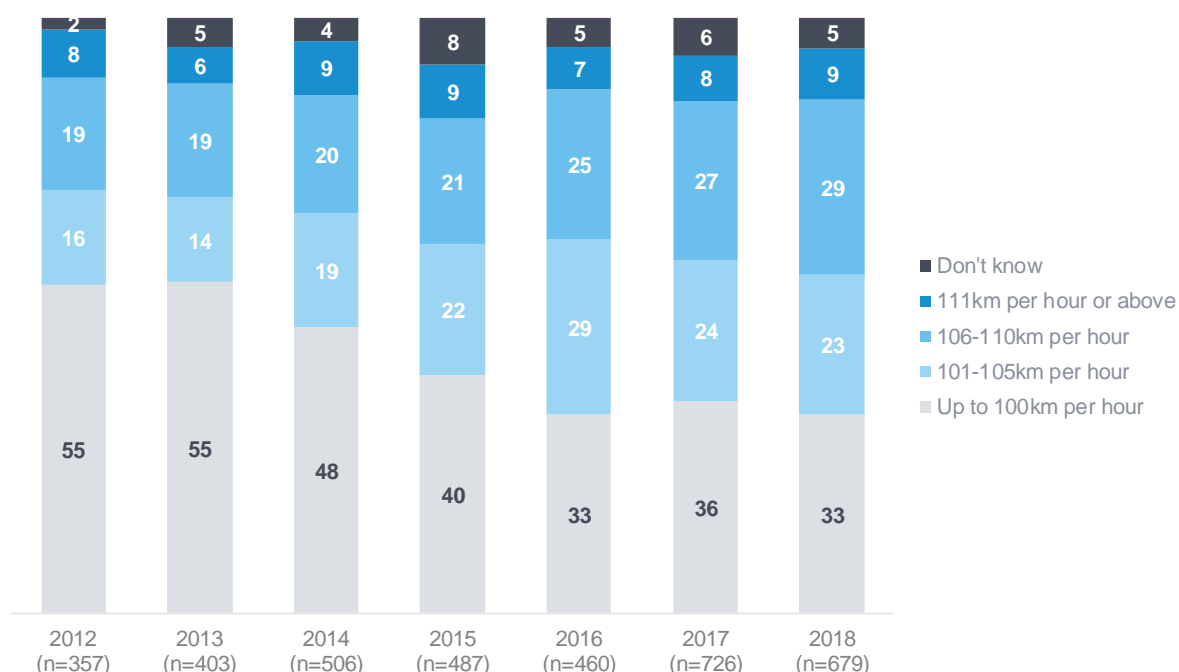
Excluding respondent error

Figures may not add to 100% due to rounding

### 7.1.3 Speed limit in a 100km zone

Respondents were also asked at what speed they believed they should be able to ride in a 100kph zone without being booked. As was the case regarding the similar question about 60kph zones, over the last few years there has been a shift towards people believing there should be more leeway to ride over the speed limit. As shown in Chart 37, while 55% in 2012 and 2013 believed there should be no leeway (i.e. up to 100kph), this declined to 33% in 2016 and 2018. The percentage who believe they should be able to ride between 106 and 110km per hour before without being booked has consistently increased, from 19% in 2012 to 29% in 2018.

**Chart 37** Speed people should be allowed to ride in a 100kph zone without being booked (2012-2018)



*SPE4. - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?*  
 Filter: Active riders; Weighted; 2012 base n=357; 2013 base n=403; 2014 base n=506; 2015 base n=487; 2016 base n=460; 2017 base n=726; 2018 base n=679  
 Excludes respondent error  
 Figures may not add to 100% due to rounding

As Table 31 below indicates, respondents aged 40 and over were more likely to believe there should be no leeway to ride over the speed limit (38% believed a person should be booked if they ride over 100km per hour in a 100km zone vs. 23% amongst those aged 18-24 and 24% amongst those aged 25-39).

**Table 31 Speed people should be allowed to ride in a 100kph zone without being booked by demographic – 2018**

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Up to 100km per hour	33	33	31	23	24	38 ↑	32	32	38
101-105km per hour	23	23	25	32	25	22	22	25	25
106-100km per hour	29	29	32	23	35	27	30	29	23
111-119km per hour	2	2	0	6	1	2	1 ↓	6 ↑	0
120-129km per hour	5	5 ↑	1 ↓	11	4	5	6	3	7
130km per hour or over	1	2	0	0	4 ↑	1 ↓	2	1	0
Don't know	5	4	10	2	6	5	6	3	8
Column n	679	587	92	96	139	444	367	203	109

SPE4. - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?

Weighted; 2018 base n=679

↑ ↓ Indicates statistically significant difference compared to respondents not in that category

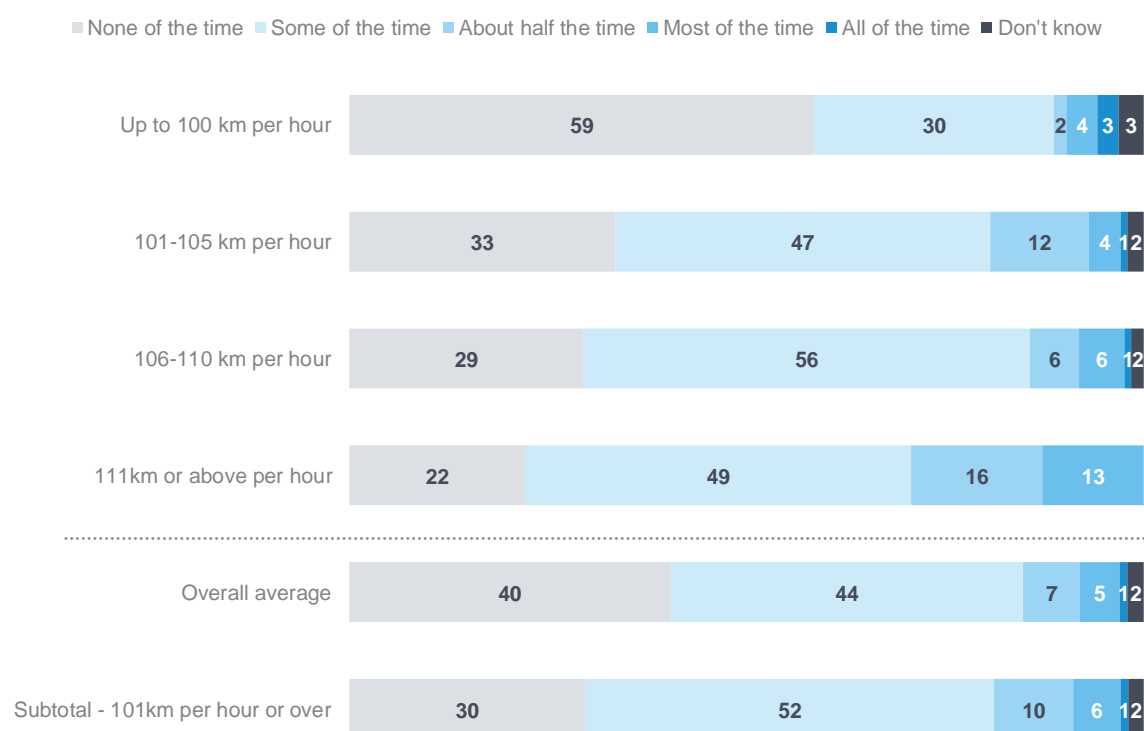
Excluding respondent error

Figures may not add to 100% due to rounding

Respondents were then asked how often they ride at or above the speed they had nominated as the speed they should be able to ride in a 100km zone before being booked for speeding.

As was the case in 2016 and 2017, those who nominated higher speeds were more likely to say they would ride above these speeds at least 'some of the time'. In other words, those who think there should be more leeway when being booked for speeding, are more likely to speed if presented with the opportunity.

**Chart 38** Speed people should be allowed to ride in a 100kph zone without being booked and frequency they would ride above this speed – 2018

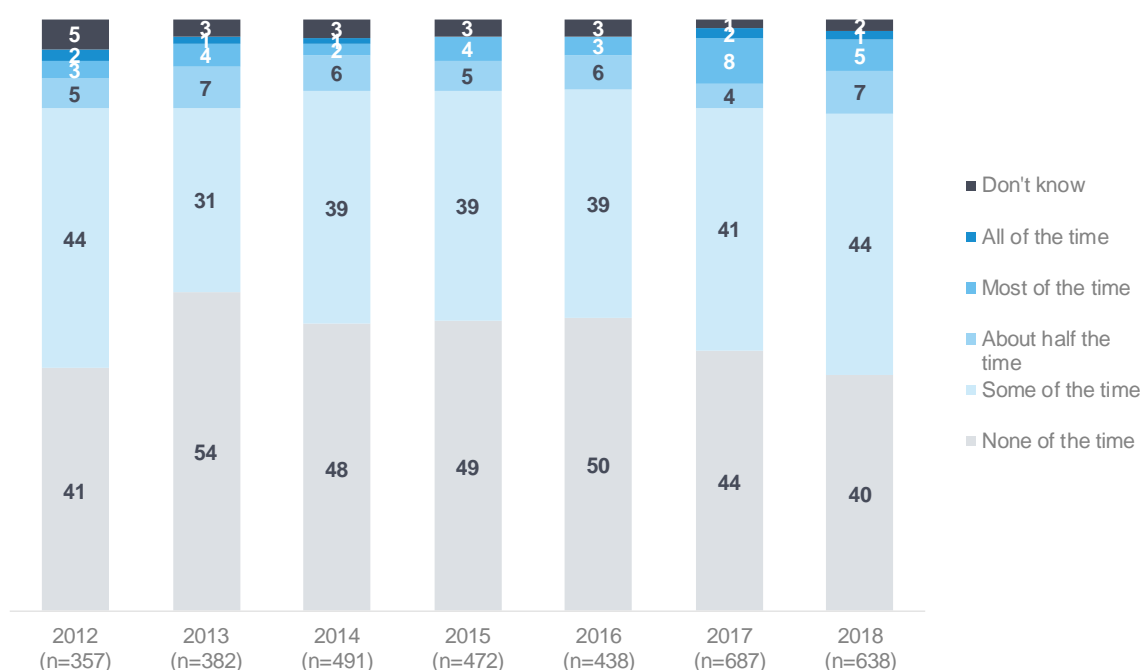


*SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone? Filter: Active riders; Weighted; 2018 base n=640  
Excluding respondent error  
Figures may not add to 100% due to rounding*

When looking at all responses, regardless of the speed nominated, 40% of riders indicated they would **never** ride above the speed they had nominated at which people should be able to ride in a 100kph zone without being booked. The percentage of respondents indicating 'none of the time' has eased in recent years (from 54% in 2013 to 40% in 2018). A similar declining pattern was evident for 60kph zones.

In 2018, the percentage indicating they would never ride above the speed they had nominated did not differ by age or location. However, it did differ by gender with females more likely to nominate 'none of the time' than males (58% vs. 38%). This result was very similar to that from 2017.

**Chart 39** Frequency respondents would ride above nominated speed in a 100km zone (2012-2018)



SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone  
 Filter: Active riders; Weighted; 2012 base n=357; 2013 base n=382; 2014 base n=491; 2015 base n=472; 2016 base n=438; 2017 base n=687; 2018 base n=638  
 Excludes respondent error  
 Figures may not add to 100% due to rounding

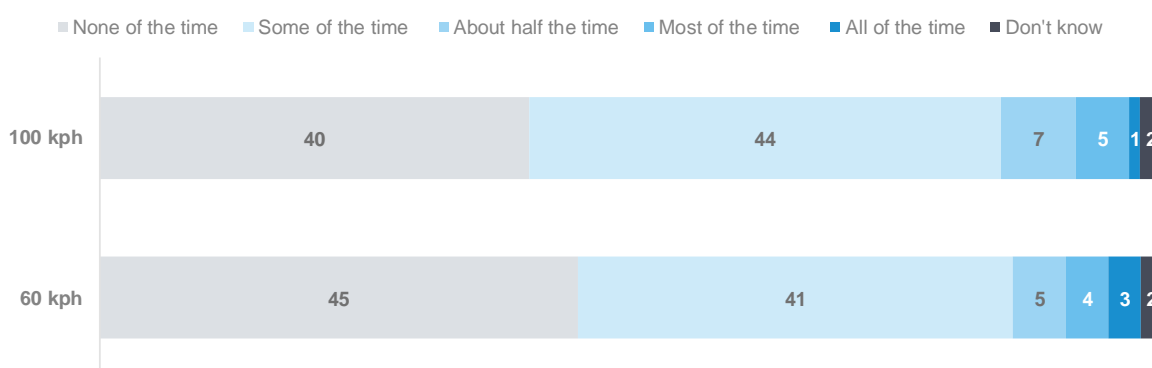
When comparing the attitudes towards speeding in 60kph and 100kph zones, there is some evidence people are more likely to speed in 100kph zones.

Evidence for this is that the percentage indicating they would **never** go over the speed they nominated (as regards when people should be booked) was lower for 100kph zones (40%) than 60kph zones (45%).

When examining who would **ever** go over the speed they nominated, respondents were more likely to do so in 100kph zones (58%) than in 60kph zones (52%).

Sixty-nine per cent would **ever** go over the speed they nominated in either a 100kph or 60kph zones.

**Chart 40** Frequency respondents would ride above nominated speed in 60km zone compared to 100km zone – 2018



SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2) in a 60km/h zone

SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone? Filter: Active riders; Weighted; 2018 base n=690

Figures may not add to 100% due to rounding

### Perceptions of danger associated with riding over the speed limit

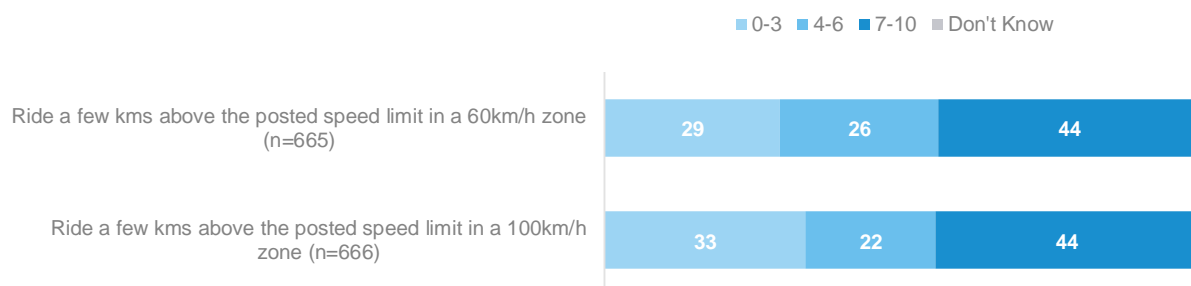
Active riders were also asked how dangerous they thought riding a few kilometres above the sign posted speed limit was, using a 0 to 10 scale where 0 was not at all dangerous and 10 was extremely dangerous.

The results were similar for both the 60kph and 100kph speed limits. In each instance 44% of active riders rated riding a few kilometres above the sign posted speed limit as dangerous (defined as giving a score of 7 to 10 on the 10 point scale).

Notably, close to a third of respondents did not perceive riding a few kilometres over the speed limit as dangerous (0 to 3 on the 10 point scale).

While there were no significant differences in results by age, gender or location, it is worth noting that females were somewhat more likely than males to rate riding above the posted speed as dangerous for both 60kmh zones (67% vs. 42%) and 100kmh zones (66% vs. 41%).

**Chart 41 Perception of danger associated with riding a few kilometres over the posted speed limit – 2018**



*DAN1 & DAN2. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...*

*Active riders only; Weighted; 2017 base n=723*

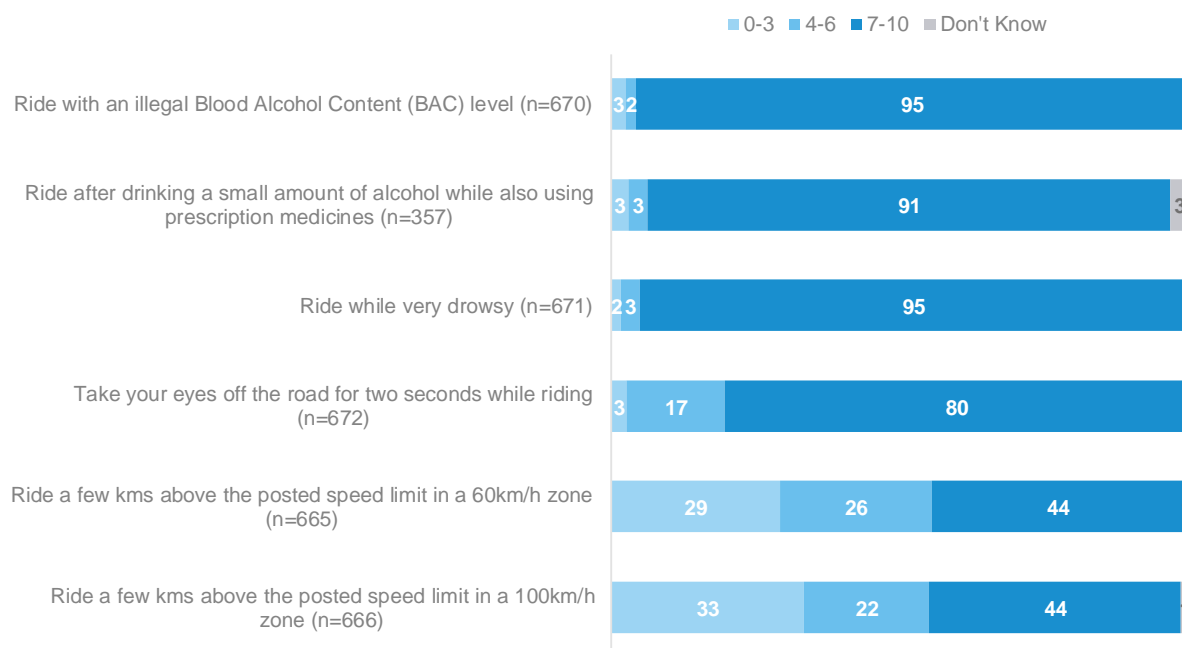
*Figures may not add to 100% due to rounding*



The chart below compares riders' 'danger perception' of riding a few kilometres over the speed limit with the danger associated with other behaviours, such as riding while over the blood alcohol limit or riding while very drowsy.

The chart clearly indicates that on the whole riders do not consider riding a few kilometres over the speed limit to be as dangerous as the other activities listed below.

**Chart 42 Perception of danger associated various riding behaviour – 2018**



DAN1-DAN6. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...

Active riders only; Weighted; 2017 base n=723

Figures may not add to 100% due to rounding

### 7.1.4 Point-to-point speed cameras

A question was introduced into the survey in Quarter 3 2018 asking respondents asking them about how they felt about point-to-point speed cameras being used on main roads.

Views were divided; while 34% approved, 34% did not approve, and 32% either did not care or were uncertain to their opinion. Males were significantly more likely to disapprove than females (37% vs. 15%). There were no other differences by the age, gender or location.

**Chart 43**      **Approval of point-to-point speed cameras – 2018**

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Strongly approved or approved	<b>34</b>	33	42	30	25	38	35	34	27
Not care either way	<b>30</b>	28	38	29	29	30	28	30	34
Strongly disapproved or disapproved	<b>34</b>	37 ↑	15 ↓	40	45	29	35	32	38
Don't know	<b>2</b>	2	5	1	1	3	2	4	1
Column n	<b>308</b>	267	41	46	64	198	165	92	51

POL2. - Thinking about point-to-point speed cameras, which measure the vehicle's average speed over a distance of several kilometres instead of at a single point. How do you feel about the use of point-to-point speed enforcement on main roads? Do you...

Filter: Active riders; Weighted; 2018 base n=308

↑ ↓ Indicates statistically significant difference compared to respondents not in that category

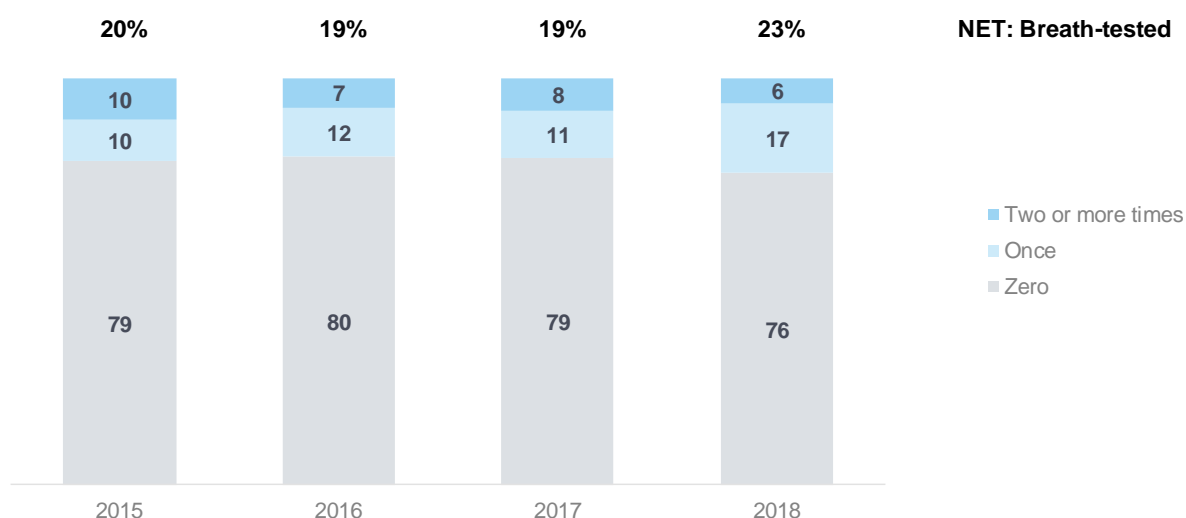
Figures may not add to 100% due to rounding

## 8.0 Random Breath and Drug Testing

In 2018 close to one in four (23%) active riders had been **breath tested** when riding their motorcycle in the past 12 months, a slightly higher result than between 2015 and 2017.

A smaller percentage had been randomly **drug tested** in the last 12 months (4%), this was a similar percentage to 2017 (4%), but a greater percentage than in 2016 (less than 1%) or 2015 (2%).

**Chart 44** Percentage of active riders breath tested – 2015-2018



*POL2. - In the last 12 months, how many times, if any have you been breath-tested when riding your motorcycle*  
 Filter: Active riders; Weighted; 2018 base n=674

### Riding when over or under the limit

As was the case in 2017, only a small minority of respondents (5%) indicated that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit. Younger respondents aged 18-25 were somewhat more likely to have claimed to have done so than older respondents (12% vs. 5%).

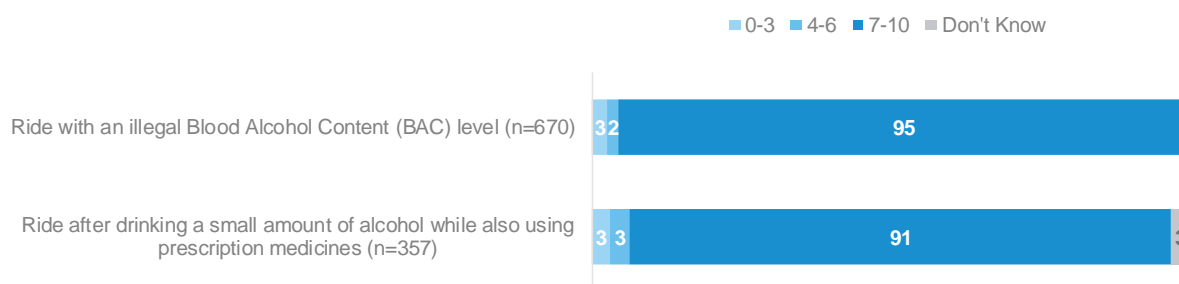
A significantly greater percentage (30%) indicated they had ridden a motorcycle after drinking alcohol when they knew or thought they were under the blood alcohol limit. There were no differences across demographics.

### Perceptions of danger associated with riding under influence

Respondents were asked to rate how dangerous it was to ride under the influence of alcohol and drugs.

At least 91% of respondents provided ratings of seven or above for circumstances related to drinking alcohol while using prescription medicines or having illegal blood alcohol content.

**Chart 45** Perception of danger associated with riding under the influence – 2018



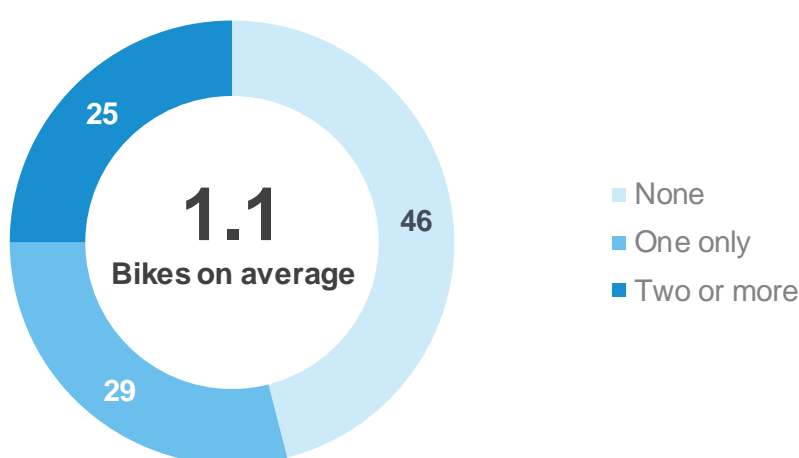
*DAN3 & DAN4. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...Active riders only; Weighted; 2018 base n=366-673  
Figures may not add to 100% due to rounding*

## 9.0 Motorcycle/Scooter Ownership

### 9.1 Number of motorcycles in household

Slightly less than half of all respondents (46%) indicated that they did not have a motorcycle at home, while 29% indicated they had one bike, and 25% indicated they had two or more bikes.

**Chart 46** Number of motorcycles kept at home – 2018



H1A/B. - How many motorcycles are kept at your home, regardless of who owns them or registration status?

Total sample; Weighted; Base n=971

Figures may not add to 100% due to rounding

As might be expected, lapsed and former riders were significantly less likely to have a motorcycle at home than active riders.

**Table 32** Number of motorcycles kept at home by rider activity segment – 2018

Column %	Rider activity segments		
	Active riders	Lapsed riders	Former riders
None	11 ↓	81 ↑	89 ↑
One only	46 ↑	13 ↓	5 ↓
Two or more	43 ↑	5 ↓	6 ↓
Column n	692	217	58

H1A/B. - How many motorcycles are kept at your home address?

All respondents; Weighted sample; Base n=971

↓ ↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

## 9.2 Details of motorcycle ridden most often

### 9.2.1 Type of main motorcycle

Respondents were most likely to ride either cruisers (mentioned by 26%), sports bikes (22%) or off road bikes/trail bikes (20%) ahead of sports tourers (11%) or scooters (9%).

There were several differences by demographic, including:

- Females were more likely to ride scooters (19% vs. 7% amongst males)
- Males were more likely to ride sports tourers (12% vs. 3% amongst females)
- Those aged 40 or over were less likely to ride sports bikes (16% vs. 34% amongst those aged under 40), but more likely to ride cruisers (30% vs. 17%) and
- Those in Major Urban areas:
  - Were more likely to ride sports bikes (31% vs. 12% in other areas) or scooters (13% vs. 4%)
  - But less likely to ride off road bikes/trail bikes (12% vs. 30% in other areas), or cruisers (21% vs. 31%).

**Table 33** Type of main motorcycle by selected rider characteristics – 2018

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Cruiser	26	25	27	17	17 ↓	30 ↑	21 ↓	30	34
Sports bike	22	22	23	41 ↑	32 ↑	16 ↓	31 ↑	14 ↓	8 ↓
Off road bike/trail bike	20	21	13	26	20	20	12 ↓	27	39 ↑
Sports tourer	11	12 ↑	3 ↓	10	3 ↓	15 ↑	11	14	6
Scooter	9	7 ↓	19 ↑	1 ↓	11	9	13 ↑	4 ↓	3 ↓
Dual sport	6	6	2	1	8	5	5	7	5
Other (after backcoding)	2	2	4	2	3	2	2	1	5
Other road bike	4	4	8	1	6	3	5	4	0 ↓
Column n	659	569	90	92	135	432	351	203	105

MC1. - Thinking about the one motorcycle you ride most often. What type of motorcycle is it?

Filter: Base: Active rider ; Weighted; base n=659

Figures may not add to 100% due to rounding

## 9.2.2 Make/brand of main motorcycle

Honda was the most popular make amongst active riders, closely followed by Yamaha, Harley Davidson, Suzuki and Kawasaki.

**Chart 47 Make of bike (Main motorcycle) (2012-2018)**



MC2. - Thinking about the one motorcycle you ride most often. Which make is it?

Filter: Active riders; Weighted; 2012 base n=329; 2013 base n=422; 2014 base n=446; 2015 base n=430; 2016 base n=426; 2017 base n=693; 2018 base n=354

Figures may not add to 100% due to rounding

### 9.2.3 Year of manufacture of main motorcycle

Over two-fifths of active riders (41%) with at least one bike at home had their 'most ridden' bike manufactured in 2010 or later, while 39% had a bike manufactured between 2000 and 2009, and 20% had a bike manufactured earlier than 2000.

Riders aged over 40 (32%), those with full licences (38%), and those who ride less frequently (36%), were less likely to have newer bikes manufactured in the last eight years.

**Table 34** Year of manufacture of main motorcycle by selected rider characteristics – 2018

Column %	Total	Age			Licence status		Riding vs driving	
		18 - 25	26 - 39	40+	Full Licence	L/Ps	20% or less	More than 20%
1999 or earlier	<b>20</b>	5 ↓	10 ↓	26 ↑	22 ↑	0 ↓	24 ↑	12 ↓
2000-2009	<b>39</b>	37	35	42	40	35	41	37
2010-2018	<b>41</b>	58	55 ↑	32 ↓	38 ↓	65 ↑	36 ↓	51 ↑
Column n	<b>341</b>	44	70	227	304	37	211	126

MC3. - Bike ridden most often - Year of manufacture

Filter: Active riders who kept at least one bike at home; Weighted; Base n=341

↓↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding



## 9.2.4 Engine size of main motorcycle

Motorcycles that were ridden most often were most likely to have engine sizes of 701+cc (42%) ahead of those with a reported engine size of 251-700cc (38%) and those with a reported engine size of up to 250cc (20%).

Those with the more powerful 701+cc engines were significantly more likely to be male (45% had a 701+cc engine) or to be aged 40+ (53%).

**Table 35 Engine size of main motorcycle by selected rider characteristics – 2018**

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Don't know	0	0	0	0	0	0	0	0	0
Up to 250cc	20	17 ↓	40 ↑	16	23	19	21	16	23
251-700cc	38	38	38	71 ↑	51 ↑	27 ↓	37	37	41
701-1001+ cc	42	45 ↑	22 ↓	13 ↓	26 ↓	53 ↑	42	47	36
Column n	647	557	90	92	135	420	349	197	101

MC5. - What capacity is the engine?

Filter: Active riders; Weighted sample; Base n=647

↓↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

Off-road riders were the least likely to have engine sizes of 701+cc (28%).

**Table 36 Engine size of main motorcycle by rider purpose – 2018**

Column %	Type of rider		
	Commuter	Recreational	Off-road
Up to 250cc	19	14 ↓	21
251-700cc	34	36	51 ↑
701-1001+ cc	47 ↑	51 ↑	28 ↓
Column n	399	536	224

MC5. -What capacity is the engine?

Filter: Active riders; Weighted sample; Base n=694

↓↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

## 9.2.5 Bike owner

The large majority of active rider respondents (92%) owned the bike they mainly ride. There were no significant differences by demographic. Males were more likely to own their own bikes than females (94% vs. 73%).

**Table 37 Registration status of main bike (Active riders) – 2018**

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
It is my bike	92	94 ↑	73 ↓	88	91	93	90	99 ↑	84
It is owned by someone else in my household	5	5	8	11	5	4	5	1 ↓	16
It is owned by someone who does not live with me	3	1 ↓	19 ↑	1	4	3	6 ↑	0 ↓	0
Column n	356	306	50	47	73	236	191	108	57

MC6. - Is this bike owned by you, someone else in your household, or someone else who does not live with you

Filter: Active riders; Base n=356

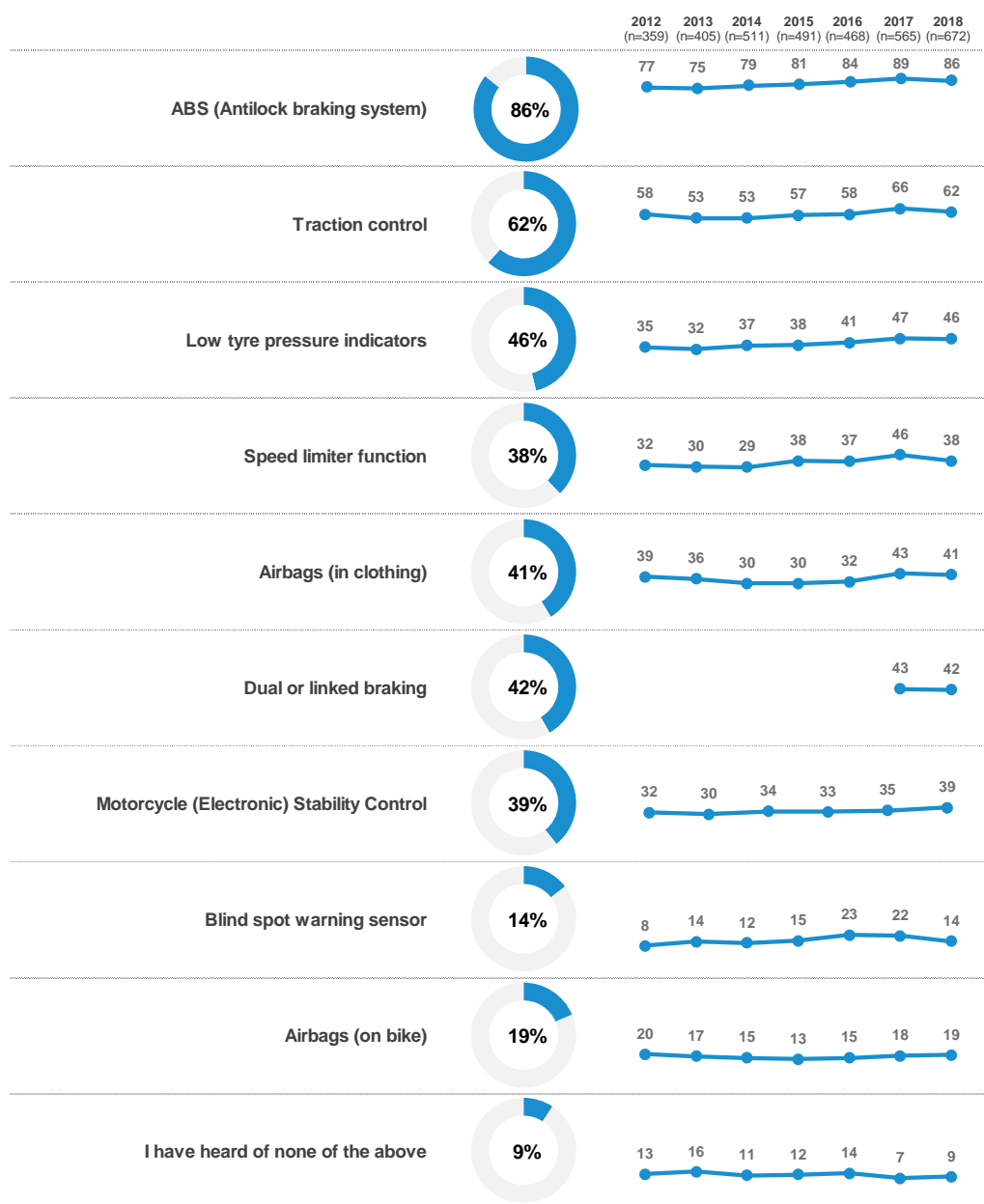
↓ ↑ Indicates statistically significant difference compared to respondents not in that category

Figures may not add to 100% due to rounding

### 9.3 Awareness of motorcycle safety features

Active riders were asked if they had heard of a number of safety features currently available on some motorcycles and/or clothing. The most common features respondents had heard of were ABS (86%), traction control (62%) and low tyre pressure indicators (46%). These features were also the most common features heard of in the 2017 survey.

**Chart 48 Awareness of motorcycle safety features (2012- 2018)**



FEA. - Have you heard of any of the following motorcycle safety features?

Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=405; 2014 base n=511; 2015 base n=491; 2016 base n=468; 2017 base n=565, 2018 base n=672

The only significant difference by gender, age or location was that males were significantly more likely than females to be aware of dual or linked braking (45% vs. 13%).

## 9.4 Motorcycle safety features desired for next motorcycle

Active riders, regardless of whether their most ridden motorcycle was for road use or not, were asked which of the number of safety features mentioned in the previous question (Chart 48) would they want for their next motorcycle.

The most common features respondents would like on their next motorcycle were ABS (73%), traction control (55%) and low tyre pressure indicators (47%), ahead of motorcycle stability control (45%), motorcycle blind spot warning sensor (42%) and dual or linked braking (36%). There were no significant differences by age, gender or location.

## 9.5 Motorcycle safety features currently have

Respondents who were active riders, and whose most ridden motorcycle is for road use, were asked if they had a number of safety features currently available on some motorcycles and/or clothing on the motorcycle they currently ride most often for road use. These safety features were the same used in the previous two questions.

The most common features respondents had on their motorcycle were ABS (37%), traction control (16%) and dual or linked braking (9%). There were no significant differences by age, gender or location.

Chart 49 below indicates that simply because a person may be aware of a particular motorcycle safety feature does not mean they would like to have that safety feature, let alone actually have it on their current motorcycle. Conversely, there is a lack of awareness of some safety features, yet when made aware of their existence, many respondents indicate they would like to have it on their motorcycle.

For example, while 43% had heard of speed limiter function, only 17% would like it on their motorcycle. By contrast, while only 19% had heard of a motorcycle blind spot warning sensor, 42% of respondents would actually like one on their current motorcycle.

**Chart 49 Awareness, desire for and possession of motorcycle safety features – 2018**

	Awareness	Would like to have	Have on current bike
ABS (Anti-lock braking system)	88	73	37
Traction control	64	55	16
Low tyre pressure indicators	48	47	8
Dual or linked braking	43	36	9
Speed limiter function	43	17	4
Airbags (on clothing)	43	24	0
Motorcycle Stability Control	41	45	7
Motorcycle blind spot warning sensor	19	42	1
Airbags (on bike)	18	19	1
Have not heard of it / do not want it / don't have it	8	16	56
Column n	672	468	485

FEA. - Have you heard of any of the following motorcycle safety features?

FEA3. - Which of these safety features would you want for your next motorcycle?

FEA2. - Which of these safety features do you have on the road motorbike you ride most often?

Filter: Active riders whose most ridden motorcycle is for road use.

## 10.0 Protective Motorcycle Clothing

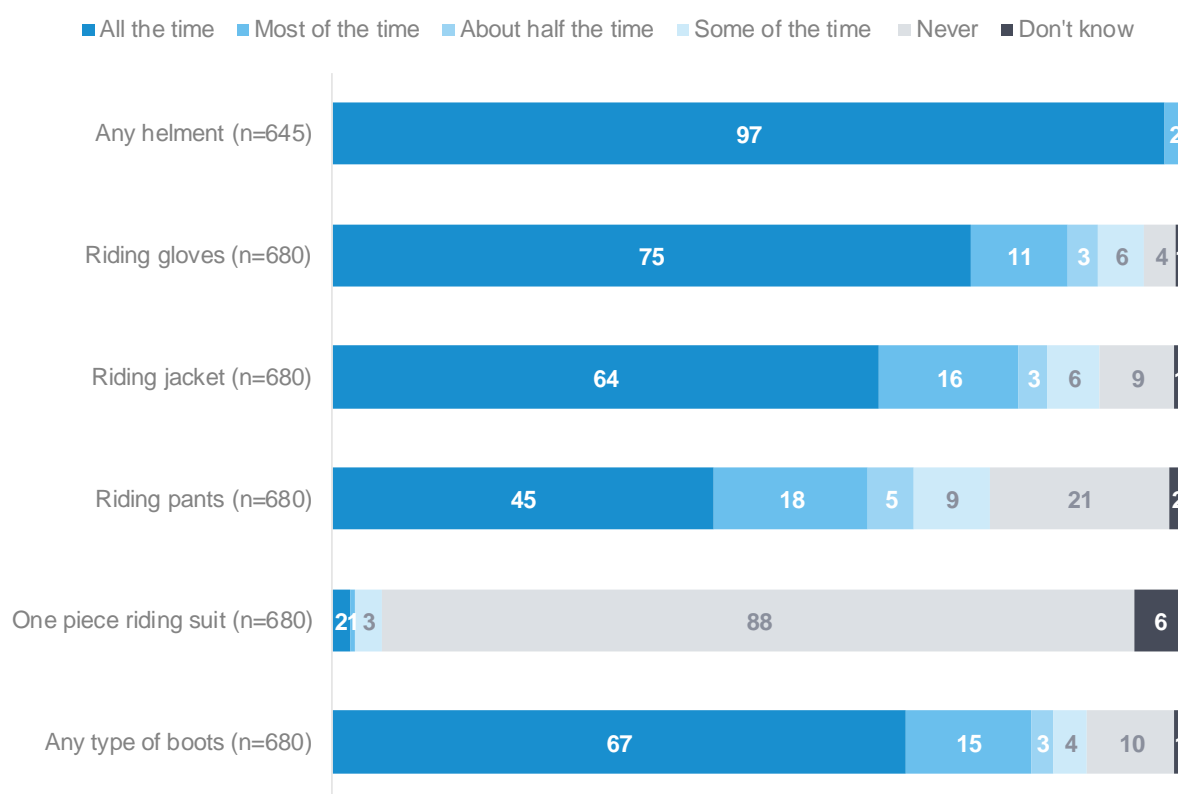
### 10.1 Protective gear usage

Riders were asked how often they wore protective gear when riding a motorcycle. As Chart 50 indicates, a majority wore the following gear all the time: any helmet (97%), motorcycle riding gloves (75%), any type of boots (67%), a motorcycle riding jacket (64%). Less than half of respondents (45%) wore motorcycle riding pants all the time.

Females were significantly more likely than males to wear a couple of pieces of protective gear 'all the time': riding gloves (90% vs. 74%) and a riding jacket (85% vs. 63%).

Respondents from Major Urban areas were significantly more likely to wear riding gloves all the time (83% vs. 66% amongst those from Other Urban areas or Rural Balance locations).

**Chart 50** Usage of protective motorcycle clothing – 2018



MS1-6. - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?  
 Filter: Active riders; Weighted; 2017 Base n=479  
 Figures may not add to 100% due to rounding

On average, active riders wore 3.5 pieces of protective clothing all the time. There were no significant differences in this result by age, gender or location.

**Table 38**      **Number of items worn when riding – 2018**

Number of protective items worn all the time %	2018
0	5
1	10
2	12
3	18
4	18
5	36
<b>Average</b>	<b>3.5</b>
Number of protective items worn all the time / most of the time %	2018
0	1
1	4
2	5
3	13
4	23
5	53
<b>Average</b>	<b>4.2</b>

MS - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?

Filter: Active riders only; 2018 Base n=680

Figures may not add to 100% due to rounding

## 10.2 Type of helmet used

From the Quarter 3 2018 riders were asked what type of motorcycle helmet they wear when riding a motorcycle. About two-thirds (66%) wear a full-faced helmet all the time, while smaller percentages wear a full-faced helmet some of the time and a open-faced helmet some of the time (18%), or an open faced helmet all of the time (16%). While two per cent of riders do not wear a helmet all the time, there were no riders who never wear a helmet.

Apart from males being more likely to wear both types of helmets (20% vs. 5% amongst females), there were few differences by age, gender or location.

**Chart 51** Type of helmet used – 2018

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Wear full face helmet all the time	<b>66</b>	64	80	72	65	66	65	67	69
Wear open face helmet all the time	<b>16</b>	16	15	9	12	18	18	7 ↓	23
Both, wear an open face helmet some of the time and a full face helmet some of the time	<b>18</b>	20 ↑	5 ↓	19	23	16	16	26	8
Column n	<b>308</b>	267	41	46	64	198	165	93	50

MS2. - Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both?

Filter: Active riders; Weighted; 2017 Base n=308

Figures may not add to 100% due to rounding

## 10.3 Attitude statements about motorcycle safety clothing

A number of statements regarding motorcycle clothing were put to respondents. The chart below shows the level of agreement/disagreement with these statements. With the exception of *'I think motorcyclists should always wear motorcycle clothing'*, which was asked during the whole of 2018, the statements were only included in the survey in quarter 1 2018.

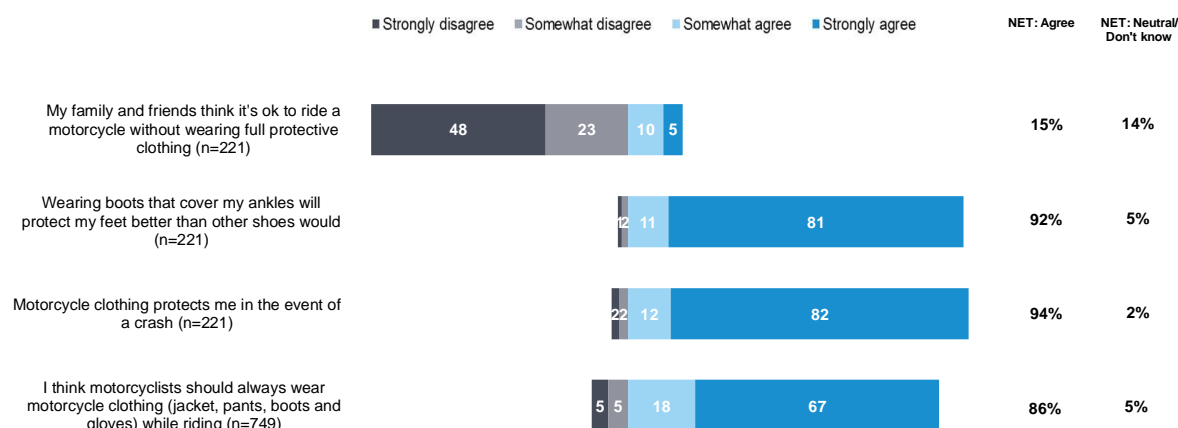
The findings suggest riders agree by a large majority that motorcycle clothing (94%) and boots (92%) offer protection. While still a comfortable majority, a smaller percentage agree that motorcyclists should always wear motorcycle clothing (86%). A smaller percentage *disagree* that family and friends think it's ok to ride a motorcycle without wearing full protective clothing (71%).

The levels of agreement (and disagreement for one statement), did not differ significantly by age, gender or location, with the exception that females were more likely to **strongly** agree that motorcyclists should always wear motorcycle clothing (80% vs. 66%).

Respondents may be influenced by family and friends – those whose family and friends don't think it is ok to ride a motorcycle without wearing protective clothing are more likely to agree with the importance of protective clothing, for example:

- Amongst those who disagreed that family and friends think it's ok to ride a motorcycle without wearing full protective clothing, 92% agreed that motorcyclists should always wear motorcycle clothing vs. 69% agreement amongst other respondents.

**Chart 52** Agreement/disagreement with statements regarding motorcycle safety clothing -2018



AT2/3/8/11. - To what extent do you agree or disagree with the following statements....

Filter: Ridden in the last 12 months; Weighted; Base n=221-749  
 Figures may not add to 100% due to rounding



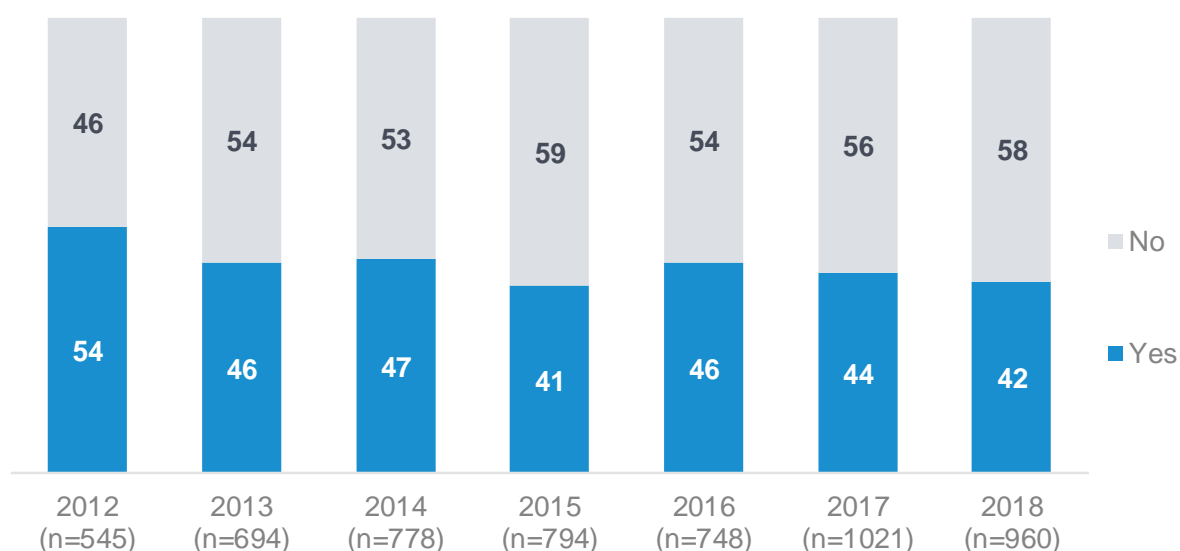
## 11.0 Motorcycle Crash History

### 11.1 Crash history

Respondents were asked whether they had ever crashed while riding a motorcycle, excluding dropping their bike while stationary and not including any crashes that may have occurred during motorsport. As was the case in previous surveys, in 2018 under half of respondents (42%) indicated they had had a crash.

Males were more likely to have had a crash than females (45% vs. 28%).

**Chart 53** Motorcycle crash history (2012 -2018)



MC7. - Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport?

Total sample; Weighted; 2012 base n=545; 2013 base n=694; 2014 base n=778; 2015 base n=794; 2016 base n=748; 2017 base n=1021; 2018 base n=960

Note: excludes prefer not to say and never ridden

Figures may not add to 100% due to rounding

## 11.2 Crashes requiring medical treatment

Slightly over half of those having a crash required medical treatment as a result (54%).

Of those who required medical treatment, and as was the case in previous surveys, over half (58%) occurred at least 11 years ago. Eight per cent had required treatment in the last 12 months.

**Table 39** Most recent crash requiring medical treatment – 2012-2018

%	2012	2013	2014	2015	2016	2017	2018
Required medical treatment as a result of crash	45	49	50	48	48	48	54

CRA2. - Have you required medical treatment as a result of any motorcycle accident?

Filter: Ever experienced crash; Weighted; 2012 base n=220; 2013 base n=116; 2014 base n=139; 2015 base n=241; 2016 base n=324; 2017 base n=446; 2018 base n=416

↓↑ Indicates statistically significant difference compared to respondents not in that category

Filter: Required medical treatment

**Table 40** Time of crash – 2013-2018

%	2013	2014	2015	2016	2017	2018
Within the last 12 months	6	8	7	6	3	8
1 to 5 years ago	20	19	20	15	25	17
6 to 10 years ago	17	19	15	19	14	15
11 or more years ago	56	52	57	60	56	58
Can't say	1	3	1	0	2	2

CRA3. - When did the crash occur?

Filter: Excluding never ridden a motorcycle; Weighted; 2012 base n=108; 2013 base n=115; 2014 base n=139; 2015 base n=139; 2016 base n=146; 2017 base n=220; 2018 base n=119

↓↑ Indicates statistically significant difference compared to respondents not in that category

Filter: Required medical treatment

Figures may not add to 100% due to rounding

## 12.0 Respondent Suggestions for Improving Rider Safety

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In quarter one only, respondents were asked their opinion about the statement '*motorcyclists can only be safe on the road if both riders and drivers share responsibility for their safety*'. A large majority of respondents (92%) agreed with this statement, with 84% strongly agreeing and 8% somewhat agreeing. Similar findings were observed in 2017 (95% agreed).

Respondents were asked (unprompted) if they had any suggestions about what the TAC could do to improve rider safety (see table below). The most common themes related to it '*being up to the individual/riders are responsible for their own actions*', followed by '*improve road user awareness/education*'.

Notably, the percentage mentioning '*remove wire trip crash barriers*' increased significantly between 2017 and 2018. Those mentioning this item in 2018 were significantly more likely to be aged 40 and over (7% vs 2% amongst those aged under 40), and to live in either Rural Balance or Other Urban locations (11% vs. 2% amongst those living in Major Urban locations).

**Table 41**      **Suggestions to the TAC about what they can do to improve rider safety –**  
**2017/2018**

Column %	2017	2018
None / it's up to the individual / riders are responsible for their own actions	27	23
<b>NET: More/improved car driver education</b>	<b>16</b>	<b>20</b>
Improve road user awareness / education (include training in motorcycle and push bike safety/sharing the road etc)	12	16
More/improved car driver training	4	3
Car drivers need to head check - for blind spots / when reversing...	1	1
Mandatory defensive car driver education	0	0
<b>NET: Better roads/ road maintenance/road design</b>	<b>9</b>	<b>13 ↑</b>
Remove wire rope crash barriers / wire barriers can kill	2	6 ↑
Maintain the roads / fix defects / remove pot holes / clean up after road works	5	5
Dedicated lanes for bike riders	1	2
Improve signage / clearly marked speed signs	1	1
Improve road design / consider road safety in road design	0	1
Remove trees and shrubs that block vision	0	0
<b>NET: More /better training for motorcyclists</b>	<b>9</b>	<b>10</b>
Make licence harder to obtain - after 12 months / after obtaining full car licence...	2	3
Comprehensive learner rider courses / more supervised training	3	3
More dedicated rider training/awareness e.g refresher courses/advanced driving/safety issues etc	2	2
Mandatory re testing (car and motorcycle riders)	1	1
Subsidise training costs	1	1
Increase awareness among riders of what to do in different riding conditions / ride safely - observe speed limits	0	1
Refresher courses / compulsory re-sitting of tests for foreign licence holders	1	0
Mandatory defensive rider training / mandatory 2 day courses	0	0
More track days	0	0
<b>NET: Encouragement to wear protective clothing</b>	<b>9</b>	<b>7</b>
Make the wearing of protective clothing mandatory	4	3
Make the wearing of high visibility vests and jackets mandatory	4	2
Lobby for mandatory motorbike safety technology	1	1
Make it cheaper to purchase safety equipment and clothing / provide payment assistance	1	1
Legislate suppliers safety standards e.g clothing/bikes/mechanics etc	0	0
TAC compensation reduced if not wearing protective clothing	0	0
<b>NET: More Education (media campaigns)</b>	<b>4</b>	<b>5</b>
Awareness campaigns / continue the advertising	3	4
Increase rider awareness/responsibilities on roads e.g abide by road rules/consideration of other road users etc.	1	0
Awareness	0	0 ↓
Talk to people / presence of TAC at track days	0	0
Other forms of promotion - seminars / guest speakers / radio / newspapers	0	0
Education / provide driver and rider training in schools	0	0
<b>NET: Harsher penalties for breaking road rules</b>	<b>3</b>	<b>5 ↑</b>
Increase penalties for car drivers who cause smashes / speed / text / don't indicate...	2	4
Harsher penalties for riders who speed / drive under the influence of alcohol and drugs / do dangerous things	1	1
<b>NET: Greater flexibility with road laws</b>	<b>3</b>	<b>2</b>
Leniency for minor speed infringements / 5-8 kph tolerance rather than 3 kph	1	1
Legalise traffic splitting and filtering	1	1
Increase speed limit on freeways / non built up areas	1	0
<b>NET: Improve perception of motorcycle riders</b>	<b>3</b>	<b>1 ↓</b>
Improvement in attitude / consideration for riders from car drivers and other road users	3	1 ↓
Remove stereotype that all riders don't care / don't have ads blaming rider if car driver was at fault	0	0
Licensing/renewal costs too high	1	0
Other	12	12
Don't know	1	4 ↑
<b>Column n</b>	<b>1027</b>	<b>971</b>

D6. - Would you like to make any suggestions to the TAC about what they can do to improve rider safety?

Total Sample Weighted; Base 2018 n=971

↓↑ Indicates statistically significant difference compared to respondents not in that category

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## APPENDIX A

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### Questionnaires



## FREQUENTLY ASKED QUESTIONS

### IS THE INFORMATION COLLECTED CONFIDENTIAL?

Your individual responses will remain strictly confidential and will be reported only in aggregate form as part of the general findings from the survey. You can see examples of previous reports at: <http://www.tac.vic.gov.au/road-safety/statistics/about-tac-surveys/road-safety-and-marketing-surveys>

Please remove this front page and keep it for your reference. The only identifying feature on the questionnaire is an ID number which we use to avoid sending you reminders after you have returned the completed questionnaire.

The link between this ID and your name and address on this page is securely stored. Wallis Market and Social Research is required to comply with applicable privacy laws and takes reasonable steps to protect any personal information from unauthorised access, use, disclosure or loss. You can view their privacy policy on their website at: [www.wallisgroup.com.au/privacy](http://www.wallisgroup.com.au/privacy)

Your personal information will not be disclosed to other organisations for marketing or research purposes. You can access your personal information held by Wallis by contacting them on (free call) **1800 113 444**.

### WHERE DID YOU GET MY DETAILS?

Your name and address were randomly selected from the VicRoads database of licence holders and people with registered vehicles. This information was provided in accordance with the VicRoads privacy policy, which can be viewed on their website by opening the 'Protecting your privacy brochure' at the bottom of this web page: <https://www.vicroads.vic.gov.au/website-terms/privacy>

### SOMEONE ELSE IN MY HOUSE WANTS TO FILL IT OUT INSTEAD OF ME. IS THIS OK?

The survey is designed to be filled out specifically by the person listed on the front of this booklet. In order to make sure we survey a representative selection of the population, we selected the recipient of this letter specifically to match certain characteristics (age and gender). If someone other than the named person fills it out, we can't be sure that everyone is getting an equal say.

### WHY DO PEOPLE WHO COMPLETE THE SURVEY ONLINE GET MORE CHANCES AT PRIZES?


The TAC aims to minimise the expense of this necessary research, so that the savings can be used for road safety programs. Collecting your responses online costs considerably less than over the phone or by mail, so we want to encourage people to choose the option which incurs less expense to the TAC. Other options are also provided (and people are still given a chance to enter the main prize draw) so that no one misses out if they don't want to (or can't) participate in the online version.

### THE SURVEY LINK ISN'T WORKING. WHAT DO I DO?

Please send us an email at [roadsafetysurvey@wallisgroup.com.au](mailto:roadsafetysurvey@wallisgroup.com.au) or call us on **1800 113 444** (free call) and someone will help you.

## HOW TO FILL IN THIS QUESTIONNAIRE

To answer most of the questions you only need to mark a box with a tick or cross: ☒ <sup>01</sup> ☐ <sup>01</sup>

Please mark the box which is closest to your view—there are no right or wrong answers. If you make a mistake, please colour the error box and then mark the correct one, like this:  <sup>01</sup>

Some boxes have instructions that look like this: ► **GO TO Q13** If you chose an answer with a 'GO TO', please follow this 'GO TO' instruction even if you miss out on some questions. If the instruction is ► **CONTINUE** then go to the next question.

Please read each question carefully. Where exact information is not known, please give the best answer you can.

We hope you enjoy doing the questionnaire, and thank you very much for taking part in this study.

## HOW TO SEND IT BACK

Simply fill in the survey,  
use the reply paid envelope and mail to:  
**Wallis, 118 Balmain Street Cremorne, 3121, Victoria**

## WHAT ARE CONSIDERED MOTORCYCLES FOR THE PURPOSES OF THIS SURVEY

**Motorcycles INCLUDED for the purposes of this survey**  
all registered **and** unregistered road, off-road, scooters or mopeds such as:



Sports  
bikes



Sports  
tourers



Cruisers



Dual  
sports



Trail / off-road  
bikes



Moped /  
Scooters

## Motorcycles EXCLUDED for the purposes of this survey



Monkey  
bikes



Motorised  
bicycles



Quad  
bikes



Motorised  
toy scooters



## HOW YOU GET AROUND

The following questions are about **how often** you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. We understand it can be difficult to be exact.

**Q1** Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by...?

**i** Please enter one response per line

Never  
01

Once every six months or less  
02

Every couple of months  
03

About once a month  
04

About once a fortnight  
05

About once a week  
06

2-4 days a week  
07

5-7 days a week  
08

<b>A</b>	Taking public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b>	Taking a taxi or similar (e.g. Uber)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b>	Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b>	Travelling in a car or on a motorbike <b>as a passenger</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q2** How often, if ever, do you drive or ride the following on the road...

**i** Please enter one response per line

Never  
01

Once every six months or less  
02

Every couple of months  
03

About once a month  
04

About once a fortnight  
05

About once a week  
06

2-4 days a week  
07

5-7 days a week  
08

<b>A</b>	Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b>	Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b>	Heavy Vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b>	Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3** Thinking about how you compare to the average rider on Victorian roads, would you say you are...  
(Select one only)

<input type="checkbox"/> <sup>01</sup> A much better rider	<input type="checkbox"/> <sup>05</sup> A slightly worse rider
<input type="checkbox"/> <sup>02</sup> A better rider	<input type="checkbox"/> <sup>06</sup> A worse rider
<input type="checkbox"/> <sup>03</sup> A slightly better rider	<input type="checkbox"/> <sup>07</sup> A much worse rider
<input type="checkbox"/> <sup>04</sup> An about average rider	<input type="checkbox"/> <sup>99</sup> Don't know

## YOUR RIDING

**Q4** Have you ridden a motorcycle in the **last 12 months** (either on or off-road)?

☐ <sup>01</sup> Yes **► GO TO Q6** ☐ <sup>02</sup> No

Q5

What are the main reasons why you haven't ridden a motorcycle in the **last 12 months**?  
(Select all that apply)

<input type="checkbox"/> <sup>01</sup> Motorcycle related injury	<input type="checkbox"/> <sup>05</sup> Family commitments/change in lifestyle
<input type="checkbox"/> <sup>02</sup> Non-motorcycle related injury	<input type="checkbox"/> <sup>06</sup> Moved locations, so became too far to ride
<input type="checkbox"/> <sup>03</sup> No longer own a motorcycle	<input type="checkbox"/> <sup>07</sup> Too busy/never have time to ride
<input type="checkbox"/> <sup>04</sup> Too expensive to maintain a motorcycle	<input type="checkbox"/> <sup>08</sup> Prefer to travel using other modes (drive, cycle, public transport etc.)
<input type="checkbox"/> <sup>95</sup> Other (write in)	<input type="text"/>



If you have ridden a motorcycle in the last 12 months, answer Q6 below, otherwise ► GO TO Q7

Q6

Thinking about your time spent riding **and** driving over the **last 12 months**, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?



Please enter percentages. Note percentages need to add to 100.

<input type="text"/>	%	Drove a car
<input type="text"/>	%	Rode a motorcycle
<b>100</b>	<b>%</b>	<b>TOTAL</b>

Q7

Which of the following best describes your motorcycle riding history?  
(Select one only)

<input type="checkbox"/> <sup>01</sup> I have never had a break from riding since learning to ride and ride regularly	► GO TO Q12
<input type="checkbox"/> <sup>02</sup> I have never had a break from riding since learning to ride but only ride occasionally	► GO TO Q12
<input type="checkbox"/> <sup>03</sup> I had a break from riding and have started riding again	► GO TO Q8
<input type="checkbox"/> <sup>04</sup> I have stopped riding and may decide to ride in the future	► GO TO Q9
<input type="checkbox"/> <sup>05</sup> I have stopped riding and do not intend to ride again	► GO TO Q10
<input type="checkbox"/> <sup>06</sup> I have never ridden a motorcycle	► GO TO Q46



If in Q7 you answered "I had a break from riding and have started riding again" please ► GO TO Q8

Q8

Approximately, how long was the most recent break? (Select one only)

<input type="checkbox"/> <sup>01</sup> Up to 11 months	► GO TO Q12	<input type="checkbox"/> <sup>04</sup> 6 - 10 years	► GO TO Q12
<input type="checkbox"/> <sup>02</sup> 1 - 2 years	► GO TO Q12	<input type="checkbox"/> <sup>05</sup> 11 years or more	► GO TO Q12
<input type="checkbox"/> <sup>03</sup> 3 - 5 years	► GO TO Q12		

Q9

What is the likelihood that you will ride again in the future?

Please select any number from 0 - 10 where 0 is "extremely unlikely" and 10 is "extremely likely".

Extremely unlikely												Extremely likely	Don't know
←	0	1	2	3	4	5	6	7	8	9	10	→	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	00	01	02	03	04	05	06	07	08	09	10		99

NOW ► GO TO Q11

**Q10** What are the main reasons you stopped riding? *(Select all that apply)*

- |   |   |
|---|---|
| <input type="checkbox"/> <sup>01</sup> Motorcycle related injury                    | <input type="checkbox"/> <sup>06</sup> Too busy/never have time to ride   |
| <input type="checkbox"/> <sup>02</sup> Non-motorcycle related injury                | <input type="checkbox"/> <sup>07</sup> Prefer to travel using other modes (drive, cycle, public transport etc.) |
| <input type="checkbox"/> <sup>03</sup> Too expensive to maintain a motorcycle       | <input type="checkbox"/> <sup>08</sup> Licence suspended  |
| <input type="checkbox"/> <sup>04</sup> Family commitments/change in lifestyle       | <input type="checkbox"/> <sup>09</sup> Safety concerns  |
| <input type="checkbox"/> <sup>05</sup> Moved locations, so became too far to ride   | <input type="checkbox"/> <sup>10</sup> No longer interested in riding/motorcycles                               |
| <input type="checkbox"/> <sup>95</sup> Other <i>(write in)</i> <input type="text"/> |   |

**Q11** How old were you when you stopped riding?

**i** Please write age in years  **Years old**

**MOTORCYCLES IN YOUR HOUSEHOLD**

**Please note:** For the purposes of this survey, a motorcycle includes all registered and unregistered motorcycles that you own including all types of road bikes, off-road/trail bikes, scooters, or mopeds.

For the purposes of this survey, the following are **NOT** considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes. *(Refer to page 3 of this questionnaire for images of these)*

**Q12** How many motorcycles are kept at your home address **regardless of who owns them or registration status?** *(Please insert number below)*

**i** Exclude any motorcycles that have not been ridden in at least 12 months and are not likely to be ridden in the next 12 months.

**Road** motorcycles are kept at my home address

**Off-road** motorcycles are kept at my home address

☐ <sup>97</sup> I have no motorcycles at my home address

► **GO TO Q15**

**Q13** Thinking about the one motorcycle you ride **most often**. What type of motorcycle is it? *(Select one only)*

- |  |  |
|--|--|
| <input type="checkbox"/> <sup>01</sup> Off road bike / trail bike                                    | <input type="checkbox"/> <sup>04</sup> Scooter       |
| <input type="checkbox"/> <sup>02</sup> Sports bike   | <input type="checkbox"/> <sup>05</sup> Sports tourer |
| <input type="checkbox"/> <sup>03</sup> Cruiser   | <input type="checkbox"/> <sup>06</sup> Dual sport    |
| <input type="checkbox"/> <sup>94</sup> Other <b>road</b> bike <i>(write in)</i> <input type="text"/> |  |
| <input type="checkbox"/> <sup>95</sup> Other type of bike <i>(write in)</i> <input type="text"/>     |  |
| <input type="checkbox"/> <sup>99</sup> Can't recall  |  |

**Q14** What capacity is the engine?

- |  |   |
|--|---|
| <input type="checkbox"/> <sup>01</sup> 0 - 125cc   | <input type="checkbox"/> <sup>05</sup> 701 - 1000cc |
| <input type="checkbox"/> <sup>02</sup> 126 - 250cc | <input type="checkbox"/> <sup>06</sup> 1001+ cc     |
| <input type="checkbox"/> <sup>03</sup> 251 - 550cc | <input type="checkbox"/> <sup>99</sup> Don't know   |
| <input type="checkbox"/> <sup>04</sup> 551 - 700cc |   |

## CRASH HISTORY

**Q15**

Have you **ever** had a crash while riding a motorcycle? *Please do not include dropping your bike while stationary or a crash that occurred while participating in motorcycle sport.*

☐ <sup>01</sup> Yes

► **CONTINUE**

☐ <sup>02</sup> No

► **GO TO Q18**

☐ <sup>98</sup> Prefer not to say

► **GO TO Q18**

**Q16**

Have you required medical treatment as a result of **any** motorcycle accident? *Please do not include dropping your bike while stationary or a crash that occurred while participating in motorcycle sport.*

☐ <sup>01</sup> Yes

► **CONTINUE**

☐ <sup>02</sup> No

► **GO TO Q18**

**Q17**

Thinking about the last crash you had, what factors contributed to that crash? *(Write in below)*

**Q18**

What strategies do you use to keep safe when riding a motorcycle on the road? This could include how you ride, your bike and clothing, how you plan trips or something else. *(Write in below)*

THE NEXT SECTION OF THE QUESTIONNAIRE (DARK GREY BORDERS)  
IS FOR MORE ACTIVE RIDERS.

PLEASE COMPLETE THE PAGES WITH DARK GREY BORDERS (PAGES 8-12)  
IF YOU HAVE RIDDEN A MOTORCYCLE IN THE LAST 12 MONTHS.

**i** If you have not ridden in the last 12 months ► GO TO Q46

TYPES OF RIDING

**Q19** Thinking about your riding over the **last 12 months**, approximately what percentage of the time did you ride in the following categories **excluding any riding you might do for work purposes?**

**i** Please enter percentages or '0' where relevant. Note that percentages need to add to 100.

<input type="text"/>	%	Commuting purposes (going to work, study, shops)
<input type="text"/>	%	Recreation on-road (public roads, highways, freeways)
<input type="text"/>	%	Recreation off-road (tracks in national parks or on private property)
<b>100</b>	<b>%</b>	<b>TOTAL</b>

**i** If you have ridden on-road in the last 12 months, answer Q20 below, otherwise ► GO TO Q21

**Q20** Thinking about your **on-road riding**, what proportion of the time did you ride on roads with speed limits of **80km/h** or more over the **last 12 months?**

**i** Please enter percentages or '0' where relevant. Note that percentages need to add to 100.

<input type="text"/>	%	Less than 80km/h (5km/h – 70km/h)
<input type="text"/>	%	80km/h or more (80km/h+)
<b>100</b>	<b>%</b>	<b>TOTAL</b>

**i** If you have ridden recreationally either on-road or off-road, answer Q21 below  
If you did not do any recreational riding in the last 12 months ► GO TO Q22

**Q21** Where do you do most of your recreational riding (on-road or off-road)?  
(Select all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> <sup>01</sup> State/national parks | <input type="checkbox"/> <sup>03</sup> Public roads in metro areas              |
| <input type="checkbox"/> <sup>02</sup> Private land         | <input type="checkbox"/> <sup>04</sup> Public roads in rural/non-built up areas |
| <input type="checkbox"/> <sup>95</sup> Other (write in)     | <input type="text"/>  |

**Q22** In the **last 12 months**, how many kilometres did you ride ON ANY motorcycle **on the road** for any reason?

**i** An approximate number is OK. Please answer **only one** of the below.

km in an average WEEK OR  km in an average MONTH OR  km in the last YEAR

☐ <sup>99</sup> Don't know / Can't say

**Q23** In the **last 12 months**, how many **hours** did you ride ON ANY motorcycle **off road** for any reason?

**i** An approximate number is OK. Please answer **only one** of the below.

hours in an average WEEK OR  hours in an average MONTH OR  hours in the last YEAR

☐ <sup>99</sup> Don't know / Can't say

## MOTORCYCLE SAFETY FEATURES

**Q24**

Have you heard of any of the following motorcycle safety features?  
(Select all that apply)

<input type="checkbox"/> <sup>01</sup> ABS (Anti-lock braking system)	<input type="checkbox"/> <sup>06</sup> Dual or linked braking
<input type="checkbox"/> <sup>02</sup> Low tyre pressure indicators	<input type="checkbox"/> <sup>07</sup> Airbags (on bike)
<input type="checkbox"/> <sup>03</sup> Speed limiter function	<input type="checkbox"/> <sup>08</sup> Airbags (in clothing)
<input type="checkbox"/> <sup>04</sup> Motorcycle blind spot warning sensor	<input type="checkbox"/> <sup>09</sup> Motorcycle Stability Control
<input type="checkbox"/> <sup>05</sup> Traction control	<input type="checkbox"/> <sup>97</sup> I have heard of none of the above <b>► GO TO Q27</b>



**If the bike you ride most often is for road use, please answer Q25, otherwise ► GO TO Q27**

**Q25**

Which of these safety features **do you have** on the road motorbike you currently ride most often?  
(Select all that apply)

<input type="checkbox"/> <sup>01</sup> ABS (Anti-lock braking system)	<input type="checkbox"/> <sup>06</sup> Dual or linked braking
<input type="checkbox"/> <sup>02</sup> Low tyre pressure indicators	<input type="checkbox"/> <sup>07</sup> Airbags (on bike)
<input type="checkbox"/> <sup>03</sup> Speed limiter function	<input type="checkbox"/> <sup>08</sup> Airbags (in clothing)
<input type="checkbox"/> <sup>04</sup> Motorcycle blind spot warning sensor	<input type="checkbox"/> <sup>09</sup> Motorcycle Stability Control
<input type="checkbox"/> <sup>05</sup> Traction control	<input type="checkbox"/> <sup>97</sup> My bike has none of these features

**Q26**

Which of these safety features **would you want** for your next motorcycle?  
(Select all that apply)

<input type="checkbox"/> <sup>01</sup> ABS (Anti-lock braking system)	<input type="checkbox"/> <sup>06</sup> Dual or linked braking
<input type="checkbox"/> <sup>02</sup> Low tyre pressure indicators	<input type="checkbox"/> <sup>07</sup> Airbags (on bike)
<input type="checkbox"/> <sup>03</sup> Speed limiter function	<input type="checkbox"/> <sup>08</sup> Airbags (in clothing)
<input type="checkbox"/> <sup>04</sup> Motorcycle blind spot warning sensor	<input type="checkbox"/> <sup>09</sup> Motorcycle Stability Control
<input type="checkbox"/> <sup>05</sup> Traction control	<input type="checkbox"/> <sup>97</sup> I don't want any of these features on my next bike

## PROTECTIVE MOTORCYCLE CLOTHING

**Q27**

When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?



Please select one answer per row

	All the time <sup>01</sup>	Most of the time <sup>02</sup>	About half the time <sup>03</sup>	Some of the time <sup>04</sup>	Own it - never wear it <sup>05</sup>	Don't own it - never wear it <sup>06</sup>	Don't know <sup>99</sup>
<b>A</b> Motorcycle helmet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Motorcycle riding gloves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Motorcycle riding jacket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Motorcycle riding pants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> One piece riding suit (Note: this refers to a suit where parts cannot be detached to be worn as separate pieces)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Any type of boots (i.e. motorcycle specific riding boots or any other shoes that cover your ankles)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q28

Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both? *(Select one only)*

☐ <sup>01</sup> Wear a full face helmet all the time

☐ <sup>02</sup> Wear an open face helmet all the time

☐ <sup>03</sup> Both, wear an open face helmet some of the time and a full face helmet some of the time

☐ <sup>99</sup> Don't know


**If you don't wear a motorcycle helmet all the time when riding, please answer Q29, else go to Q30**

Q29

You mentioned that you ride, at least occasionally, without wearing a helmet. Why do you ride without a helmet? *(Write in below)*

These next few questions are about how dangerous a number of behaviours are.

Q30

Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to...



*Please select one answer per row*

Not at all dangerous ← 0 1 2 3 4 5 6 7 8 9 10 → Extremely dangerous  
00 01 02 03 04 05 06 07 08 09 10 99

**A** Ride a few kms above the posted speed limit in a 60km/h zone

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 99

**B** Ride a few kms above the posted speed limit in a 100km/h zone

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 99

**C** Ride with an illegal Blood Alcohol Content (BAC) level

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 99

**D** Ride while very drowsy

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 99

**E** Take your eyes off the road for two seconds while riding

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 99

For the following questions, we are asking about what you do when you're riding your motorcycle on the road, not when you are driving a car. Please note that your answers are completely confidential.

Q31

In the **last 12 months**, how many times have you been...



*Please select one answer per row*

Not at all 01 Once 02 Twice 03 3 or more times 04 Prefer not to say 98 Don't know 99

**A** Pulled over by police for any reason while riding a motorcycle

☐ 01 ☐ 02 ☐ 03 ☐ 04 ☐ 98 ☐ 99

**B** Breath-tested when riding a motorcycle

☐ 01 ☐ 02 ☐ 03 ☐ 04 ☐ 98 ☐ 99

**C** Drug-tested when riding a motorcycle

☐ 01 ☐ 02 ☐ 03 ☐ 04 ☐ 98 ☐ 99

Q32

Do you ever drink alcohol?

☐ <sup>01</sup> Yes

► **GO TO Q33** ☐ <sup>98</sup> Prefer not to say

► **GO TO Q34**

☐ <sup>02</sup> No

► **GO TO Q34**

**Q33** In the **last 12 months**, how many times have you...

**i** Please select one answer per row

	Not at all 01	Once 02	Twice 03	3 or more times 04	Prefer not to say 98	Don't know 99
A Ridden a motorcycle when you knew or thought you were <b>over</b> your legal blood alcohol limit, even slightly? (i.e. 0 or 0.05 BAC)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Ridden a motorcycle after drinking alcohol when you knew or thought you were <b>under</b> the legal blood alcohol limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q34** In the **last 3 months, when you were riding**, how often have you...

**i** Please select one answer per row

	None of the time 01	Some of the time 02	About half the time 03	Most of the time 04	All of the time 05	Don't know 99
A Intentionally ridden above the speed limit in a <b>60km/h zone</b> , even if by only a few km's per hour	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Intentionally ridden above the speed limit in a <b>100km/h zone</b> , even if by only a few km's per hour	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Talked on a mobile phone using headphones while riding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q35** How many times have you been caught speeding on your motorcycle in the **last 12 months**?

<input type="checkbox"/> 01 Not at all in the last 12 months	<input type="checkbox"/> 04 Three or more times in the last 12 months
<input type="checkbox"/> 02 Once in the last 12 months	<input type="checkbox"/> 98 Prefer not to say
<input type="checkbox"/> 03 Twice in the last 12 months	

**Q36** How fast should people be allowed to ride a motorcycle in a **60km/h** zone without being booked for speeding? (Write the speed in the box below)

<input type="text"/>	km per hour	► GO TO Q37	<input type="checkbox"/> 99 Don't know	► GO TO Q38
----------------------	-------------	-------------	--	-------------

**Q37** When you have the opportunity, how often do you ride **at or above the speed you nominated in Q36** in a 60km/h zone? (Select one only)

<input type="checkbox"/> 01 None of the time	<input type="checkbox"/> 04 Most of the time (More than half but not all)
<input type="checkbox"/> 02 Some of the time (Less than half but not never)	<input type="checkbox"/> 05 All of the time
<input type="checkbox"/> 03 About half the time (50%)	<input type="checkbox"/> 99 Don't know

**Q38** How fast should people be allowed to ride a motorcycle in a **100km/h** zone without being booked for speeding? (Write the speed in the box below)

<input type="text"/>	km per hour	► GO TO Q39	<input type="checkbox"/> 99 Don't know	► GO TO Q40
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**Q39** When you have the opportunity, how often do you ride **at or above the speed you nominated in Q38** in a 100km/h zone? (Select one only)

<input type="checkbox"/> 01 None of the time	<input type="checkbox"/> 04 Most of the time (More than half but not all)
<input type="checkbox"/> 02 Some of the time (Less than half but not never)	<input type="checkbox"/> 05 All of the time
<input type="checkbox"/> 03 About half the time (50%)	<input type="checkbox"/> 99 Don't know



Q40

Thinking about point-to-point speed cameras, which measure the vehicle's average speed over a distance of several kilometres instead of at a single point. How do you feel about the use of point-to-point speed enforcement on main roads? Do you... *(Select one only)*

- |  |  |
|--|--|
| <input type="checkbox"/> <sup>01</sup> Strongly approve    | <input type="checkbox"/> <sup>04</sup> Disapprove          |
| <input type="checkbox"/> <sup>02</sup> Approve             | <input type="checkbox"/> <sup>05</sup> Strongly Disapprove |
| <input type="checkbox"/> <sup>03</sup> Not care either way | <input type="checkbox"/> <sup>99</sup> Don't know          |

Q41

To what extent do you agree or disagree with the following statements?



Please select one answer per row

Strongly disagree	Somewhat disagree	Neither	Somewhat agree	Strongly agree	Don't know
01	02	03	04	05	99

- |          |  |                          |                          |                          |                          |                          |                          |
|----------|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>A</b> | I ride over the speed limit if I'm sure I'll get away with it  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>B</b> | I think motorcyclists should always wear motorcycle clothing while riding (e.g. jacket, pants, boots and gloves) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>C</b> | The only remedy for feeling drowsy while riding is to stop riding and rest                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>D</b> | People returning to motorcycling after a break should have to undertake a motorcycle training course             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>E</b> | Drivers don't understand what it is like to be a motorcyclist  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>F</b> | Most drivers are unaware of motorcyclists when they are driving  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q42

Have you **ever** ridden your motorcycle when you were very tired?

- |  |                    |  |                    |
|--|--------------------|--|--------------------|
| <input type="checkbox"/> <sup>01</sup> Yes | ► <b>GO TO Q43</b> | <input type="checkbox"/> <sup>98</sup> Prefer not to say | ► <b>GO TO Q44</b> |
| <input type="checkbox"/> <sup>02</sup> No  | ► <b>GO TO Q44</b> |  |                    |

Q43

Have you **ever** had a "near miss" (where you almost had a crash) while riding your motorcycle because you were very tired?

- |  |  |
|--|--|
| <input type="checkbox"/> <sup>01</sup> Yes | <input type="checkbox"/> <sup>98</sup> Prefer not to say |
| <input type="checkbox"/> <sup>02</sup> No  |  |

Q44

In the last month, have you been **distracted** by any of the following while riding your motorcycle?  
*(Select all that apply)*

- |   |  |
|---|--|
| <input type="checkbox"/> <sup>01</sup> Pillions   | <input type="checkbox"/> <sup>08</sup> Other road users (e.g drivers, other riders, pedestrians, etc.) |
| <input type="checkbox"/> <sup>02</sup> Mobile phone call (via Bluetooth)                                | <input type="checkbox"/> <sup>95</sup> Other <i>(write in)</i> <input type="text"/>                    |
| <input type="checkbox"/> <sup>03</sup> Music/MP3 player (via Bluetooth)                                 | <input type="checkbox"/> <sup>09</sup> Have not ridden in the last month                               |
| <input type="checkbox"/> <sup>04</sup> Map/GPS  | <input type="checkbox"/> <sup>97</sup> None of the above   |
| <input type="checkbox"/> <sup>05</sup> Your own thoughts/thinking about something not related to riding | <input type="checkbox"/> <sup>99</sup> Don't know  |
| <input type="checkbox"/> <sup>06</sup> Street signs   | <input type="checkbox"/> <sup>98</sup> Prefer not to say   |
| <input type="checkbox"/> <sup>07</sup> Advertising or shops   |  |

Q45

Have you **ever** had a "near miss" (where you almost had a crash) while riding because you were distracted?

- |  |  |
|--|--|
| <input type="checkbox"/> <sup>01</sup> Yes | <input type="checkbox"/> <sup>98</sup> Prefer not to say |
| <input type="checkbox"/> <sup>02</sup> No  |  |

## ALL RESPONDENTS TO COMPLETE THIS SECTION

### HISTORY OF MOTORCYCLE USE

Finally we just have a few questions about you to help us analyse the results of the survey.

**Q46** Do you have a motorcycle licence? *(Select one only)*

- |   |             |
|---|-------------|
| <input type="checkbox"/> <sup>01</sup> Yes – Learner’s Permit (L-Plates)                                | ► GO TO Q48 |
| <input type="checkbox"/> <sup>02</sup> Yes – Probationary (P-Plates)                                    | ► GO TO Q47 |
| <input type="checkbox"/> <sup>03</sup> Yes – Full Licence   | ► GO TO Q47 |
| <input type="checkbox"/> <sup>04</sup> No – No longer hold a motorcycle/motor-scooter licence (Expired) | ► GO TO Q49 |
| <input type="checkbox"/> <sup>05</sup> No – Never held a motorcycle/motor-scooter licence               | ► GO TO Q49 |

**i** If you hold a learner’s motorcycle licence ► GO TO Q48  
If you currently hold or used to hold a full or probationary motorcycle licence ► GO TO Q47 below  
If you have never held a motorcycle licence ► GO TO Q49 below

**Q47** How old were you when you got your motorcycle licence? *(Please exclude any time on L plates)*

**i** Please write age in years  Years old

**Q48** How old were you when you got your motorcycle learner’s permit?

**i** Please write age in years  Years old

### DEMOGRAPHICS

**Q49** What is your current employment status? *(Select one only)*

- |   |             |
|---|-------------|
| <input type="checkbox"/> <sup>01</sup> Employed full-time                           | ► GO TO Q50 |
| <input type="checkbox"/> <sup>02</sup> Employed part-time or casual                 | ► GO TO Q50 |
| <input type="checkbox"/> <sup>03</sup> Self-employed                                | ► GO TO Q50 |
| <input type="checkbox"/> <sup>04</sup> Student, not working                         | ► GO TO Q53 |
| <input type="checkbox"/> <sup>05</sup> Unemployed                                   | ► GO TO Q53 |
| <input type="checkbox"/> <sup>06</sup> Home duties                                  | ► GO TO Q53 |
| <input type="checkbox"/> <sup>07</sup> Retired                                      | ► GO TO Q53 |
| <input type="checkbox"/> <sup>95</sup> Other <i>(write in)</i> <input type="text"/> | ► GO TO Q50 |

**Q50**

How would you describe your main **PAID** occupation? E.g. Foreman at workshop / Tax advisor / Retail manager / Sous Chef / Short order cook.



Please write in your **job title** and a **brief description of what you do**

**Q51**

How many hours do you work in an average week?

**Hours per week**

**Q52**

Do you ride a motorcycle as part of your employment (excluding riding to or from work)?  
(Select one only)

☐

<sup>01</sup> Yes

☐

<sup>02</sup> No

**Q53**

What is your residential postcode?



Write in postcode

**Q54**

Would you like to make any suggestions to the TAC about what **they** can do to improve rider safety?

**Q55**

Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?

☐

<sup>01</sup> Yes, I would be interested ▶ **GO TO Q56A**

☐

<sup>02</sup> No, I would not be interested ▶ **GO TO Q57**

**Q56A**

Your survey data will be stored in a de-identified format and your answers will remain confidential. Please note, Wallis will keep your contact details separately from your survey answers, but may need to link them briefly so we can contact the appropriate people for specific TAC projects. Is this still okay?

☐

<sup>01</sup> Yes

☐

<sup>02</sup> No

**Q57**

Would you like to enter the prize draw? It will be drawn on the 17th of October 2018.  
(See page 1 for more details)

☐

<sup>01</sup> Yes, I would like to enter the prize draw

☐

<sup>02</sup> No, I would not like to enter the prize draw

**Q58**

Just in case we (Wallis) need to check something, could we please have your first name and an after-hours telephone number? This information is voluntary, but will assist the quality of our survey.



We will only contact you if there is something unclear in your response.

☐

<sup>01</sup> Yes, it is fine for you to contact me if there is a query about this survey

☐

<sup>02</sup> No, please do not contact me



**Please complete the box below if you answered “Yes” for Q56A, Q57 or Q58 on the previous page**

First Name	
Phone	
Email	

**Please note:** Your personal details will be treated in strict confidence and will only be used for the purposes of contacting you for the reasons above. If you have indicated an interest in further research, please note your details will be forwarded to the TAC for this purpose. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

## THAT IS THE END OF THE QUESTIONNAIRE

**Please put the questionnaire into the pre-paid reply envelope and post it back to us.  
Thank you again for your co-operation.**

**Prize draw details:** Entry to the prize draw open to individuals as named on the cover letter who complete and return the survey. To enter, the invited respondent must complete the survey online at the website using the details listed on the cover letter, over the phone by calling **1800 113 444**, or by returning this form in the reply paid envelope supplied. **Winning individuals will be notified by telephone and in writing.**

**THANK  
YOU**



Wallis | strategic market  
& social research

.....

**TAC**  
**Motorcycle Monitor Survey (MM)**  
**QUESTIONNAIRE 2018 Q3**

**NOTES:**

Text in blue is only displayed for telephone interviewers.

Text in green is only displayed for online respondents.

**CATI INTRODUCTION**

**(INT03)**

Name: <NAME>

COMMENTS FROM LAST APPOINTMENT: <COMMENTS>

- 01 CONTINUE (Person Answers Phone)
- 02 No Answer
- 31 Answering Machine
- 03 Busy/Engaged
- 09 Wrong Number – Disconnected
- 18 Fax / Modem
- 19 No Ring

**(INT02)**

**INTRODUCTION**

Good morning/afternoon/evening. I'm <name> from Wallis Market and Social Research calling on behalf of the TAC (Transport Accident Commission). We are just following up on a letter we sent to <NAME>. Would they be available at the moment?

**MOBILE CHECK**

**IF CALLING A MOBILE NUMBER:**

SAFE1: I realise I am calling you on your mobile. Is it safe for you to speak now? Can I confirm you are not driving?

(IF DRIVING OR NOT SAFE: I am happy to call you back when it is more convenient for you).

DO NOT READ OUT

- 01 Safe to take call
- 02 Not safe to take call

CLOSE

**IF SAFE1=2 (NOT SAFE TO TAKE CALL):**

MOB\_APPT: CLOSE AND MAKE APPOINTMENT TO CALL BACK

RE-INTRODUCE IF NECESSARY.

We recently sent you a survey about motorcyclists and road safety. We are conducting this survey on behalf of the TAC. Do you recall receiving this?

**IF YES:** PROBE FOR WHETHER HAS BEEN COMPLETED HARD COPY OR ONLINE OR NO ACTION

**IF NO/DON'T KNOW:** CONTINUE TO NEXT SCREEN TO INTRODUCE PHONE SURVEY OR OFFER ONLINE SURVEY LINK

- 01 Has not received (but willing to continue)
- 02 Has received letter/questionnaire but not completed
- 92 Has returned hard copy questionnaire
- 94 Has completed online
- 04 Respondent not available during survey period
- 05 Non-residential number
- 52 Refused (ask for reason why)
- 11 Language difficulties
- 12 Physically unable to take part in the survey
- 41 Make appointment (if on mobile or not available now)
- 48 Call back on another number
- 07 Wrong number
- 91 Refused – add to do not call list

**(INT01)**

Every year the TAC surveys a number of selected Victorians motorcyclists to help understand the views of Victorians who currently, or have in the past, ridden a motorcycle. This anonymous survey is crucial in helping to make our roads safer.

We'd really appreciate your assistance, as we'd like to ensure all Victorian motorcyclists' views are included. We are offering all people who complete it by phone, online or paper the chance to win one of five Visa gift cards worth \$200.

Are you happy to do the survey now, it is entirely confidential and should take around 20 minutes?

**IF NECESSARY:**

We only include a fairly small number of Victorians in this study, and the accuracy of the study depends on as many people as possible responding. All Victorians are eligible to take part, and the survey can be done at a time which is convenient to you, and by the mode that you prefer.

Please note that the survey is entirely confidential, and although we were provided with details to contact you, your responses to this survey will be separated from those details for analysis.

**IF ASKED:** Your details were provided to the TAC by VicRoads. The TAC provided us with your details for the sole purpose of conducting this survey on behalf of the TAC.

**IF ASKED:** You can check our market and social research credentials at [www.amsrs.com.au/confirm](http://www.amsrs.com.au/confirm)

**IF NOT NOW, ARRANGE CALL BACK OR THANK AND CLOSE.**

- 01 Continue now over the phone

- 52 Respondent refusal (ask for reason why)
- 41 Make appointment
- 43 Prefers online – provide link via email
- 44 Prefers online – provide login ID over phone
- 45 Prefers online – will use information already provided
- 46 Prefers to send back hard copy questionnaire

EMAILSEN (Text on interviewer screen after email sent)

Dear <NAME>

Thank you for agreeing to take part in this survey we are conducting on behalf of the TAC (Transport Accident Commission).

Just to remind you, the information you provide is entirely confidential and the email address you have provided will not be used for any purpose other than sending this link.

Please click on the link below to start the survey: <LINK>

### MONITORING QUESTION

MON1 This call will be recorded and may be monitored for quality control purposes. If you do not want this call to be monitored, please say so now.

#### DO NOT READ OUT

- 01 Monitoring allowed
- 02 Monitoring NOT allowed

### CAWI INTRODUCTION

#### INTRODUCTION

Thank you for your interest in completing this motorcycle survey about road safety. It is being conducted by Wallis Market and Social Research on behalf of the TAC (Transport Accident Commission) and will take around 15 minutes to complete.

Please note, any information and opinions you provide are entirely confidential and any personalised information, such as your contact details, will be separated from your survey answers.

Our privacy policy can be found at [www.wallisgroup.com.au/home/privacy](http://www.wallisgroup.com.au/home/privacy)

You can check our market and social research credentials at [www.amsrs.com.au/confirm](http://www.amsrs.com.au/confirm)

To begin the survey, navigate forward to continue.



## SECTION: HOW YOU GET AROUND

CAWI – This next section is about the motorcycles in your household.

For the purposes of this survey, a motorcycle includes all registered and unregistered motorcycles that you own including all types of road bikes, off-road/trail bikes, scooters, or mopeds. [INSERT Motorcycles included image]

The following are NOT considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes. [INSERT Motorcycles excluded image]

CATI. Thanks. Throughout this survey I'm going to talk with you about motorcycles. This includes all types of road bikes, off road and trail bikes, scooters and mopeds. It does **not** include quad bikes, motorised bicycles and toy motorcycles, like monkey bikes.

M1 The following questions are about **how often** you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. We understand it can be difficult to be exact.

#	Statement
A	Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by taking public transport?
B	How often do you go somewhere by taking a taxi or similar (e.g. Uber)?
C	How often do you <b>go somewhere</b> by walking?
D	How often do you go somewhere by travelling in a car or on a motorbike <b>as a passenger</b> ?

### READ OUT

- 01 Never
- 02 Once every six months or less
- 03 Every couple of months
- 04 About once a month
- 05 About once a fortnight
- 06 About once a week
- 07 2-4 days a week
- 08 5-7 days a week

M2 [CONTINUE M1 BATTERY]

#	Statement
A	How often, if ever, do you ride a motorcycle on the road?
B	How often, if ever, do you drive a car?
C	How often, if ever, do you drive a heavy vehicle on the road?
D	How often, if ever, do you ride a bicycle on the road?

### READ OUT

- 01 Never
- 02 Once every six months or less
- 03 Every couple of months
- 04 About once a month
- 05 About once a fortnight

- 06 About once a week
- 07 2-4 days a week
- 08 5-7 days a week

**ASK S1 IF M2A = 01 “NEVER RIDES A MOTORCYCLE” AND METHOD = CATI OR CAWI**

S1 Can I please confirm that you have ever ridden a motorcycle?

Can we please confirm that you have ever ridden a motorcycle?

- 01 Yes, I have ridden a motorcycle in the past
- 02 No, I have **never** ridden a motorcycle

**TERMINATE**

**Termination text**

**INT98** For this study we need to speak to people who have ridden a motorcycle in the past.  
Thank you for your help with the study anyway, it is most appreciated.

**LEARNING TO RIDE (L1-L4 removed Q3 2018)**

L5 Thinking about how you compare to the average motorcycle rider on Victorian roads, would you say you are ...

- 01 A much better rider
- 02 A better rider
- 03 A slightly better rider
- 04 An about average rider
- 05 A slightly worse rider
- 06 A worse rider
- 07 A much worse rider
- 99 Unsure / don't know

**YOUR RIDING**

R1 Have you ridden a motorcycle in the **last 12 months**, either on or off-road?

- 01 Yes
- 02 No

GO TO R3

R2 What are the main reasons why you haven't ridden a motorcycle in the **last 12 months**?  
**PROBE FULLY**

**MULTICODE**

*Select all that apply*

- 01 Motorcycle related injury
- 02 Non-motorcycle related injury
- 03 No longer own a motorcycle
- 04 Too expensive to maintain a motorcycle
- 05 Family commitments/change in lifestyle
- 06 Moved locations, so became too far to ride
- 07 Too busy/never have time to ride
- 08 Prefer to travel using other modes (drive, cycle, public transport etc.)
- 95 Other (Specify)

**IF R1 = 01 “HAS RIDDEN A MOTORCYCLE IN THE LAST 12 MONTHS” ASK R3 ELSE GO TO R4**

- R3 Thinking about your time spent riding and driving over the **last 12 months**, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?

NOTE PERCENTAGES NEED TO ADD TO 100

**ENTER PERCENTAGES**

- A Drove a car \_\_\_\_\_ Record %  
B Rode a motorcycle \_\_\_\_\_ Record %



R4 Which of the following best describes your motorcycle riding history?

**SINGLE RESPONSE**

**READ OUT**

*Please select one*

- |    |  |                   |
|----|--|-------------------|
| 01 | I have never had a break from riding since learning to ride and ride regularly         | <b>GO TO H1</b>   |
| 02 | I have never had a break from riding since learning to ride but only ride occasionally | <b>GO TO H1</b>   |
| 03 | I had a break from riding and have started riding again                                | <b>GO TO R5</b>   |
| 04 | I have stopped riding and may decide to ride in the future                             | <b>GO TO R6</b>   |
| 05 | I have stopped riding and do not intend to ride again                                  | <b>GO TO R7</b>   |
| 06 | I have never ridden a motorcycle   | <b>GO TO LIC1</b> |

**IF R4 = 03 "HAD A BREAK FROM RIDING AND HAS STARTED RIDING AGAIN" ASK R5**

R5 Approximately, how long was the most recent break?

**SINGLE RESPONSE**

*Please select one*

- |    |                  |                 |
|----|------------------|-----------------|
| 01 | Up to 11 months  | <b>GO TO H1</b> |
| 02 | 1-2 years        | <b>GO TO H1</b> |
| 03 | 3-5 years        | <b>GO TO H1</b> |
| 04 | 6-10 years       | <b>GO TO H1</b> |
| 05 | 11-years or more | <b>GO TO H1</b> |

**IF R4 = 04 "HAS STOPPED RIDING AND MAY DECIDE TO RIDE IN FUTURE" ASK R6 ELSE GO TO H1**

R6 On a scale from 0 to 10, where 0 is extremely unlikely and 10 is extremely likely...

What is the likelihood that you will ride again in the future?

*Please select any number from 0-10 where 0 is extremely unlikely and 10 is extremely likely*

- |    |                          |
|----|--------------------------|
| 00 | 0 - "Extremely unlikely" |
| 01 | 1                        |
| 02 | 2                        |
| 03 | 3                        |
| 04 | 4                        |
| 05 | 5                        |
| 06 | 6                        |
| 07 | 7                        |
| 08 | 8                        |
| 09 | 9                        |
| 10 | 10 - "Extremely likely"  |
| 99 | Don't Know               |

**GO TO R8**

**IF R4 = 05 "HAS STOPPED RIDING AND DOES NOT INTEND TO RIDE AGAIN" ASK R7**

R7 What are the main reasons you stopped riding?

**PROBE FULLY**

**MULTICODE**

*Select all that apply*

- |    |  |
|----|--|
| 01 | Motorcycle related injury                  |
| 02 | Non-motorcycle related injury              |
| 03 | Too expensive to maintain a motorcycle     |
| 04 | Family commitments/change in lifestyle     |
| 05 | Moved locations, so became too far to ride |

- 06 Too busy/never have time to ride
- 07 Prefer to travel using other modes (drive, cycle, public transport etc.)
- 08 Licence suspended
- 09 Safety concerns
- 10 No longer interested in riding/motorcycles
- 95 Other (Specify)

**IF R4 = 04 OR 05 "HAS STOPPED RIDING" ASK R8**

R8 How old were you when you stopped riding?

\_\_\_\_\_ Record age

**MOTORCYCLES IN YOUR HOUSEHOLD**

CATI: We'd now like to ask you about the motorcycles in your household.

IF NECESSARY As I mentioned earlier, motorcycles includes all types of road bikes, off road and trail bikes, scooters and mopeds. It does **not** include quad bikes, motorised bicycles and toy motorcycles, like monkey bikes

CAWI: This next section is about the motorcycles in your household.

For the purposes of this survey, a motorcycle includes all registered and unregistered motorcycles that you own including all types of road bikes, off-road/trail bikes, scooters, or mopeds.

The following are NOT considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes.

CAWI: [Show images of motorcycles]

H1A How many **road** motorcycles are kept at your home, regardless of who owns them or registration status?

**IMPORTANT: Please exclude any motorcycles that have not been ridden in at least 12 months and that are not likely to be ridden in the next 12 months.**

\_\_\_\_\_ Record number

97 I have no **road** motorcycles at my home address

H1B How many **off-road** motorcycles are kept at your home, regardless of who owns them or registration status?

**IMPORTANT: Please exclude any motorcycles that have not been ridden in at least 12 months and that are not likely to be ridden in the next 12 months.**

\_\_\_\_\_ Record number

97 I have no **off-road** motorcycles at my home address

**IF H1A = 97 AND H1B = 97 GO TO MC7**

MC1 Thinking about the one motorcycle you ride **most often**. What type of motorcycle is it?

**SINGLE RESPONSE**

**READ OUT**

*Please select one*

01 Off road bike/trail bike

- 02 Sports bike
- 03 Cruiser
- 04 Scooter
- 05 Sports tourer
- 06 Dual sport
- 94 Other **road** bike (Specify)
- 95 Other type of bike (Specify)
- 99 Can't recall

MC5 What capacity is the engine?

**SINGLE RESPONSE**

*Please select one*

- 01 0-125cc
- 02 126-250cc
- 03 251-550cc
- 04 551-700cc
- 05 701-1000cc
- 06 1001+ cc
- 99 Don't know

**CRASH HISTORY**

Now I'd like to ask you about any accidents you may have had on a motorcycle.

This next section asks you about any accidents you may have had on a motorcycle.

MC7 Have you **ever** had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport?

**SINGLE RESPONSE**

*Please select one*

- 01 Yes
- 02 No
- 98 Prefer not to say

**GO TO CRA2**  
**GO TO SAF1**  
**GO TO SAF1**

CRA2 Have you required medical treatment as a result of **any** motorcycle accident, excluding dropping your bike while stationary and also excluding a crash that occurred while participating in motorcycle sport?

**SINGLE RESPONSE**

*Please select one*

- 01 Yes
- 02 No

**GO TO CRA7**  
**GO TO SAF1**

CRA7 Thinking about the last crash you had, what factors contributed to that crash?

OPEN

SAF1 What strategies do you use to keep safe when riding a motorcycle on the road? This could include how you ride, your bike and clothing, how you plan your trips or something else.

OPEN

## TYPES OF RIDING

**IF R1 = 01 ASK TYP ELSE GO TO LIC1**

Now I'd like to ask you about the type of riding you normally do.

This next section asks you about the types of riding you normally do.

**TYP** Thinking about your riding over the **last 12 months**, approximately what percentage of the time did you ride in the following categories **excluding any riding you might do for work purposes?**

NOTE PERCENTAGES NEED TO ADD TO 100

### ENTER PERCENTAGES

- A. Commuting purposes (going to work, study, shops) \_\_\_\_\_ Record %
- B. Recreation on-road (public roads, highways, freeways) \_\_\_\_\_ Record %
- C. Recreation off-road (tracks in national parks or on private property) \_\_\_\_\_ Record %

**ASK SP6 IF TYPA OR TYPB ≥ 0%**

**SP6** Thinking about your **on-road riding**, what proportion of the time did you ride on roads with speed limits of **80km/h** or more over the **last 12 months?**

INTERVIEWER NOTE: Approximate percentages are okay

NOTE PERCENTAGES NEED TO ADD TO 100

### ENTER PERCENTAGES

- A. Less than 80km/hr (5km/hr – 70km/hr) \_\_\_\_\_ Record %
- B. 80km/hr or more (80km/hr+) \_\_\_\_\_ Record %

**IF TYPB > 0 OR TYPC > 0 "HAS RIDDEN RECREATIONALLY EITHER ON-ROAD OR OFF-ROAD IN PAST 12 MONTHS" ASK REC1 ELSE GO TO RID1**

**REC1** Where do you do most of your recreational riding (on-road or off-road)?

### MULTICODE

#### PROBE FULLY

Select all that apply

- 01 State/national parks
- 02 Private land
- 03 Public roads in metro areas
- 04 Public roads in rural/non-built up areas
- 95 Other (Specify)

**RID1** Thinking now about how many kilometres you rode ON ANY motorcycle **on the road** for any reason over the **last 12 months...**

Would you be able to estimate that in...?

INTERVIEWER NOTE: An approximate number is okay

### READ OUT

- |    |   |             |
|----|---|-------------|
| 01 | Kilometres in an average week                               | GO TO RID1A |
| 02 | Kilometres in an average month                              | GO TO RID1B |
| 03 | Overall kilometres for the last year                        | GO TO RID1C |
| 99 | (DO NOT READ) Don't know / I don't know how many kilometres | GO TO RID2  |

**ASK RID1A IF RID1=01 "WEEKS"**

RID1A How many kilometres did you ride **on the road** in an average **week** in the last 12 months?

(Specify)

GO TO RID2

**ASK RID1B IF RID1=02 "MONTHS"**

RID1B How many kilometres did you ride **on the road** in an average **month** in the last 12 months?

(Specify)

GO TO RID2

**ASK RID1C IF RID1=03 "YEAR"**

RID1C How many kilometres did you ride **on the road** in the **last 12 months**

(Specify)

GO TO RID2

**CREATE VARIABLE FOR KMS PER YEAR (RID1A \* 52 OR RID1B \* 12 OR RID1C)**

RID2 Thinking now about how many **hours** you rode ON ANY motorcycle **off road** for any reason over the last 12 months...

Would you be able to estimate that in...?

INTERVIEWER NOTE: An approximate number is okay

**READ OUT**

01 Hours in an average week

GO TO RID2A

02 Hours in an average month

GO TO RID2B

03 Overall hours in the last year

GO TO RID2C

99 (DO NOT READ) Don't know / I don't know how many hours

GO TO FEA

**ASK RID2A IF RID2=01 "WEEKS"**

RID2A How many **hours** did you ride **off road** in an average **week** in the last 12 months?

(Specify) hours in an average week

GO TO FEA

**ASK RID2B IF RID2=02 "MONTHS"**

RID2B How many **hours** did you ride **off road** in an average **month** in the last 12 months?

(Specify) hours in an average month

GO TO FEA

**ASK RID2C IF RID2=03 "YEAR"**

RID2C How many **hours** did you ride **off road** in the **last 12 months**?

(Specify) hours in the last year

GO TO FEA

**CREATE VARIABLE FOR HOURS PER YEAR (RID2A \* 52 OR RID2B \* 12 OR RID2C)**





## MOTORCYCLE SAFETY FEATURES

Now I'd like to ask you about motorcycle safety.

This next section asks you about motorcycle safety.

FEA Have you heard of any of the following motorcycle safety features?

### MULTICODE

#### READ OUT

*Select all that apply*

- 01 ABS (Anti-lock braking system)
- 02 Low tyre pressure indicators
- 03 Speed limiter function
- 04 Motorcycle blind spot warning sensor
- 05 Traction control
- 06 Dual or linked braking
- 07 Airbags (on bike)
- 08 Airbags (in clothing)
- 09 Motorcycle Stability Control
- 97 (DO NOT READ) I have heard of none of the above

**IF FEA = 01-09 AND MC1 = 02-94 "BIKE MOST OFTEN RIDDEN IS A ROAD BIKE OR SCOOTER" ASK FEA2 ELSE GO TO MS**

FEA2 Which of these safety features do you have on the road motorcycle you currently ride most often?

### MULTICODE

#### READ OUT

*Select all that apply*

**[LIST OF THOSE HEARD OF IN FEA – EXCLUDE 08 AIRBAGS IN CLOTHING]**

- 97 My bike has none of these features

**IF FEA = 01-09 ASK FEA3**

FEA3 Which of these safety features would you want for your next motorcycle?

### MULTICODE

#### READ OUT

*Select all that apply*

- 01 ABS (Anti-lock braking system)
- 02 Low tyre pressure indicators
- 03 Speed limiter function
- 04 Motorcycle blind spot warning sensor
- 05 Traction control
- 06 Dual or linked braking
- 07 Airbags (on bike)
- 08 Airbags (in clothing)
- 09 Motorcycle Stability Control
- 97 I don't want any of these features on my next bike

## PROTECTIVE MOTORCYCLE CLOTHING

MS When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?

CATI – IF NEVER, PROBE FOR WHETHER OWN IT OR NOT

When riding a motorcycle, how often do you wear the following item of protective motorcycle clothing?

READ OUT

Select all that apply

#	STATEMENT
A	Motorcycle helmet
D	Motorcycle riding gloves
E	Motorcycle riding jacket
F	Motorcycle riding pants
G	One piece riding suit (where parts cannot be detached to be worn as separate pieces)
H	Any type of boots (i.e. motorcycle specific riding boots or any other shoes that cover your ankles)

- 01 All the time
- 02 Most of the time
- 03 About half the time
- 04 Some of the time
- 05 Own it – never wear it
- 06 Don't own it – never wear it
- 99 (DO NOT READ) Don't Know

### ASK MS2 IF MSA = 01 - 04

MS2 Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both?

- 01 Wear full face helmet all the time
- 02 Wear open face helmet all the time
- 03 Both, wear an open face helmet some of the time and a full face helmet some of the time
- 99 (DO NOT READ) Don't know

### ASK MS3 IF MSA = 02 – 06

MS3 You mentioned that you ride, at least occasionally, without wearing a helmet. Why do you ride without a helmet?

OPEN

Now I'd like to ask you how dangerous you think a number of behaviours are.

These next few questions are about how dangerous a number of behaviours are.

DAN (CAWI: For each of the following statements, using / CATI: Using) a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...

#	STATEMENT
A	Ride a few kms above the posted speed limit in a 60km/h zone
B	Ride a few kms above the posted speed limit in a 100km/h zone
C	Ride with an illegal Blood Alcohol Content (BAC) level
E	Ride while very drowsy
F	Take your eyes off the road for two seconds while riding

- 00 0 – "Not dangerous at all"
- 01 1
- 02 2
- 03 3
- 04 4
- 05 5
- 06 6
- 07 7
- 08 8
- 09 9
- 10 10 – "Extremely dangerous"
- 99 Don't Know

POL The next questions ask about what you do when you're riding a motorcycle on the road, not when driving a car.

For the following questions, we are asking about what you do when you're riding your motorcycle on the road, not when you are driving a car.

PLEASE NOTE THAT YOUR ANSWERS ARE COMPLETELY CONFIDENTIAL

In the past 12 months, how many times have you been...

#	STATEMENT
A	Pulled over by police for any reason while riding a motorcycle?
B	Breath-tested when riding a motorcycle?
C	Drug-tested when riding a motorcycle?

- 01 Not at all in the past 12 months
- 02 Once in the past 12 months
- 03 Twice in the past 12 months
- 04 Three or more times in the past 12 months
- 98 Prefer not to say
- 99 Don't know

PREALC Do you ever drink alcohol?

- 01 Yes
- 02 No
- 98 Prefer not to say

GO TO ALC  
GO TO BEH  
GO TO BEH

**ASK ALC IF PREALC = 01 "DRINKS ALCOHOL"**

ALC In the **last 12 months**, how many times have you...

#	STATEMENT
A	Ridden a motorcycle when you knew or thought you were <b>over</b> your legal blood alcohol limit, even slightly? (i.e. 0 or 0.05 BAC)?
B	Ridden a motorcycle after drinking alcohol when you knew or thought you were <b>under</b> the legal blood alcohol limit?

**SINGLE RESPONSE**

*Please select one*

- 01 **Not at all** in the past 12 months
- 02 **Once** in the past 12 months
- 03 **Twice** in the past 12 months
- 04 **Three or more times** in the past 12 months
- 98 **Refused** / **Rather not say**
- 99 Don't know

BEH Now, thinking about the **last three months, when you were riding**. How often have you...

#	STATEMENT
A	Intentionally ridden above the speed limit in a <b>60km/h</b> zone, even if by only a few km's per hour?
B	Intentionally ridden above the speed limit in a <b>100km/h</b> zone, even if by only a few km's per hour?
C	Talked on a mobile phone using headphones while riding?

**SINGLE RESPONSE**

*Please select one*

- 01 None of the time
- 02 Some of the time (Less than half but not never)
- 03 About half the time (50%)
- 04 Most of the time, or (More than half but not all)
- 05 All of the time
- 99 Don't know

SPE1 How many times have you been caught speeding on your motorcycle in the **last 12 months**?

**SINGLE RESPONSE**

*Please select one*

- 01 Not at all in the last 12 months
- 02 Once in the last 12 months
- 03 Twice in the last 12 months
- 04 Three or more times in the last 12 months
- 98 **Refused** / **Rather not say**

SPE2 How fast should people be allowed to ride a motorcycle in a **60km/h** zone without being booked for speeding?

\_\_\_\_\_ km per hour

**GO TO SPE3**

99 Don't know

**GO TO SPE4**

SPE3 When you have the opportunity, how often do you ride **at or above** [SPE2]km/h, in a 60km/h zone?

**SINGLE RESPONSE**

*Please select one*

- 01 None of the time
- 02 Some of the time (Less than half but not never)
- 03 About half the time (50%)
- 04 Most of the time (More than half but not all)
- 05 All of the time
- 99 Don't know

SPE4 How fast should people be allowed to ride a motorcycle in a **100km/h zone** without being booked for speeding?

\_\_\_\_\_ km per hour

**GO TO SPE5**

99 Don't know

**GO TO POL2**

SPE5 When you have the opportunity, how often do you ride **at or above** [SPE4] km/h, in a 100km/h zone?

**SINGLE RESPONSE**

*Please select one*

- 01 None of the time
- 02 Some of the time (Less than half but not never)
- 03 About half the time (50%)
- 04 Most of the time (More than half but not all)
- 05 All of the time
- 99 Don't know

POL2 Thinking about **point-to-point** speed cameras, which measure the vehicle's average speed over a distance of several kilometres instead of at a single point. How do you feel about the use of point-to-point speed enforcement on main roads? Do you.....

**CATI: READ OUT**

**CAWI: Please select one option below**

- 01 Strongly approve
- 02 Approve
- 03 Not care either way
- 04 Disapprove
- 05 Strongly disapprove
- 99 (**CATI: (DO NOT READ)** Don't know / **CAWI:** Not sure)

AT To what extent do you agree or disagree with the following statements?

**READ OUT**

#	STATEMENT
A	I ride over the speed limit if I'm sure I'll get away with it
B	I think motorcyclists should always wear motorcycle clothing while riding (e.g. jacket, pants, boots and gloves)
E	The only remedy for feeling drowsy while riding is to stop riding and rest

F	People returning to motorcycling after a break should have to undertake a motorcycle training course
G	Drivers don't understand what it is like to be a motorcyclist
I	Most drivers are unaware of motorcyclists when they are driving

- 01 Strongly disagree
- 02 Somewhat disagree
- 03 Neither
- 04 Somewhat agree
- 05 Strongly agree
- 99 Don't Know

DRO1 Have you **ever** ridden your motorcycle when you were very tired?

- 01 Yes
- 02 No
- 98 Refused / Rather not say

GO TO DRO2  
GO TO DRO3  
GO TO DRO3



**ASK DRO2 IF DRO1 = 01 “YES – RIDDEN WHEN VERY TIRED”**

DRO2 Have you **ever** had a “near miss” (where you almost had a crash) while riding your motorcycle because you were very tired?

- 01 Yes
- 02 No
- 98 Refused / Rather not say

DRO3 In the **last month**, have you been DISTRACTED by any of the following while riding your motorcycle?

**MULTI**

**READ OUT**

- 01 Pillions
- 02 Mobile phone call (via Bluetooth)
- 03 Music/MP3 player (via Bluetooth)
- 04 Map/GPS
- 05 Your own thoughts/thinking about something not related to riding
- 06 Street signs
- 07 Advertising or shops
- 08 Other road users (e.g drivers, other riders, pedestrians, etc.)
- 95 Other (please specify)
  
- 09 (DO NOT READ) Have not ridden in the last month
- 97 None of the above
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Refused / Rather not say

DRO4 Have you **ever** had a “near miss” (where you almost had a crash) while riding because you were distracted?

- 01 Yes
- 02 No
- 98 Refused / Rather not say

## ALL RESPONDENTS TO COMPLETE THIS SECTION

### HISTORY OF MOTORCYCLE USE

Finally we just have a few questions about you to help us analyse the results of the survey.

LIC1 Do you have a motorcycle licence?

#### SINGLE RESPONSE

#### IF YES/NO PROBE APPROPRIATELY

*Please select one*

- |   |            |
|---|------------|
| 01 Yes – Learner's Permit (L-Plates)                                | GO TO LIC3 |
| 02 Yes – Probationary (P-Plates)                                    | GO TO LIC2 |
| 03 Yes – Full Licence   | GO TO LIC2 |
| 04 No – No longer hold a motorcycle/motor-scooter licence (Expired) | GO TO LIC2 |
| 05 No – Never held a motorcycle/motor-scooter licence               | GO TO D1   |

**IF LIC1 = 01 "HAS LEARNER'S PERMIT" GO TO LIC3**

**IF LIC1 = 02 OR 03 OR 04 "HAS P PLATES OR FULL LICENCE OR USED TO HOLD A LICENCE" ASK LIC2 ELSE GO TO D1**

LIC2 How old were you when you got your motorcycle licence?

PLEASE EXCLUDE ANY TIME ON L PLATES

*Enter age*

\_\_\_\_\_ Record age

LIC3 How old were you when you got your motorcycle learner's permit?

*Enter age*

\_\_\_\_\_ Record age

### DEMOGRAPHICS

D1 What is your current employment status?

#### SINGLE RESPONSE

*Please select one*

- |                                 |          |
|---------------------------------|----------|
| 01 Employed full-time           | GO TO D2 |
| 02 Employed part-time or casual | GO TO D2 |
| 03 Self-employed                | GO TO D2 |
| 04 Student, not working         | GO TO D5 |
| 05 Unemployed                   | GO TO D5 |
| 06 Home duties                  | GO TO D5 |
| 07 Retired                      | GO TO D5 |
| 95 Other (Specify)              | GO TO D2 |

**ASK D2 IF D1 = 01 OR 02 OR 03 OR 95 "WORKING OR OTHER"**

D2 How would you describe your main **PAID** occupation?



E.g. Foreman at workshop / Tax advisor / Retail manager / Sous Chef / Short order cook.

**PROBE FULLY**

*Please write in your job title and a brief description of what you do*

Record verbatim

D3 How many hours do you work in an average week?

\_\_\_\_\_ Hours per week

D4 Do you ride a motorcycle as part of your employment (excluding riding to or from work)?

01 Yes

02 No

D5 What is your residential postcode?

\_\_\_\_\_ Record postcode

*Please write in*

D6 Would you like to make any suggestions to the TAC about what **they** can do to improve rider safety?

Record verbatim

*Please write in*

RESEARCH Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?

**SINGLE RESPONSE**

01 Yes, I would be interested

02 No, I would not be interested

**ASK RESEARCHA IF RESEARCH = 01 "YES"**

RESEARCH2 Your survey data will be stored in a de-identified format and your answers will remain confidential. Please note, Wallis will keep your contact details separately from your survey answers, but may need to link them briefly so we can contact the appropriate people for specific TAC projects. Is this still okay?

01 Yes

02 No

PRIZE Would you like to enter the prize draw for a chance to win one of five VISA gift cards worth \$200? It will be drawn on the 17<sup>th</sup> of October 2018.

**SINGLE RESPONSE**

01 Yes, I would like to enter the prize draw

02 No, I would not be interested in the prize draw

CONTACT Just in case we (Wallis) need to check something, could we please have your first name and an after-hours telephone number? This information is voluntary, but will assist the quality of our survey.

We will only contact you if there is something unclear in your response.

01 Yes, it is fine for you to contact me if there is a query about this survey

02 No, please do not contact me

**IF RESEARCH2 = 01 OR PRIZE = 01 OR CONTACT = 01, COLLECT DETAILS**

Please note: Your personal details will be treated in strict confidence and will only be used for the purposes of contacting you for the reasons you just agreed to. If you have indicated an interest in further research, please note your details will be forwarded to the TAC for this purpose. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

First Name	
Phone	
Email	

**CLOSE**

Thank you, that was my last question. Once again my name is <INT\_NAME> from Wallis Market and Social Research. Thank you, that was the last question. The survey has been conducted on behalf of the TAC. If you'd like to find out how we manage your personal information, you can view our Privacy Policy on our website at [www.wallisgroup.com.au/privacy](http://www.wallisgroup.com.au/privacy). If you want more information about this survey you can go to our website [www.wallisgroup.com.au](http://www.wallisgroup.com.au) or send comments and queries to [roadsafetysurvey@wallisgroup.com.au](mailto:roadsafetysurvey@wallisgroup.com.au)

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## HARD COPY ENTRY:

### QHC Notes on any 'issues' encountered with this survey:

- |   |  |
|---|--|
| <b>01 Missing Questions</b>                     | Missing responses for a question that should have been answered<br><i>In survey: code as "No Response"</i>   |
| <b>02 Filled in questions that were skipped</b> | Respondent filled in answer to this question however it should have been skipped<br><i>In survey: do not enter responses</i>                           |
| <b>03 Trailing N/As</b>                         | Respondent correctly observed a skip, but ticked N/A's through the skipped questions<br><i>In survey: do not enter responses</i>                       |
| <b>04 Improperly filled in questions</b>        | Respondent ticked multiple codes in a single response style question, or ticked multiple responses per row.<br><i>In survey: code as "No Response"</i> |
| <b>05 Additional text outside of text boxes</b> | Respondent wrote comments alongside questions that shouldn't have open-ended text box<br><i>In survey: do not enter</i>                                |
| <b>06 No issues</b>                             | Whole survey was completed correctly   |
| <b>95 Other (specify)</b>                       | Anything else that comes up that doesn't fit into the 6 categories above   |

